Appendix B:

Workshop #1

Advertising

Materials

Presentation

Comments

All comments in this section represent transcribed comments from flip chart notes and comment forms received at the workshop or submitted by mail before July 16, 2010. The name of each commenter is provided, as available, in relation to the comment. Original copies are stored in the project records.

LINK LIGHT RAIL
East Link Project

The Sound Transit Board has announced its preference for an East Link light rail route that runs on 112th Avenue between Downtown and Bellevue Way. While the Bellevue City Council prefers an alternate route (B7, next to I-405), the 112th Avenue alignment could be Sound Transit's final choice.

Sound Transit and City of Bellevue staff are meeting with residents and businesses along the potential 112th Avenue light rail route to make sure they understand the design options and to identify community preferences.

Due to the structure of these meetings, we want to ensure we are prepared to accommodate everyone that wants to attend. **Please RSVP for the workshops to eastlink@soundtransit.org or 206-398-5438. RSVPs are not required, but appreciated.**

Please visit www.soundtransit.org/eastlink, or contact Community Outreach at 206-398-5438 or eastlink@soundtransit.org for more information.

Can't attend the meeting? Sign up for e-mail updates at www.soundtransit.org/subscribe.

SOUNDTRANSIT
RIDE THE WAVE

CITY OF BELLEVUE WASHINGTON

Please attend:

Community Workshops and Open House

All meetings will be from 6:30 to 8:30 p.m. at Bellevue City Hall, 450 110th Ave NE

Community Workshops

June 15 *Topic: Understanding 112th Avenue Options and Community Interests*

June 29 *Topic: Evaluating the 112th Avenue Options*

July 7 *Topic: Identifying Community Preferences on 112th*

You are encouraged to attend all three workshops to learn, comment and participate most effectively, but attendance at all three is not required.

Open House

July 14 • 6:30 to 8:30 p.m. at Bellevue City Hall
Topic: 112th Avenue, South Bellevue Park-and-Ride, and Bellevue Way

To speak with Sound Transit in Spanish about the East Link Project, call 1-800-823-9230 during regular business hours.

Non-English interpretive services can be arranged with sufficient notice by calling 1-800-823-9230 during normal business hours. To request accommodations for persons with disabilities, call 1-800-201-4900 / TTY Relay: 711 or e-mail accessibility@soundtransit.org.

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SOUNDTRANSIT

CITY OF BELLEVUE WASHINGTON

LINK LIGHT RAIL **East Link Project**



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Receive E-mail Updates

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CITY OF BELLEVUE WASHINGTON

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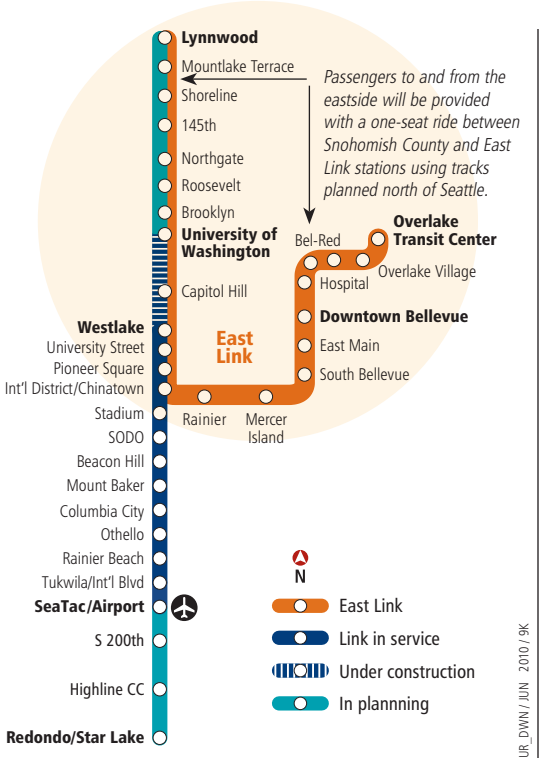
East Link Light Rail

These meetings will provide an opportunity for residents and businesses along the alignment in south and downtown Bellevue to help shape light rail in Bellevue.

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SUR_DWN / JUN 2010 / 9K

Para hablar con Sound Transit acerca del propuesto proyecto de transporte público de Link Light Rail en el este de King County, llame al 1-800-823-9230 durante horas normales de oficina.

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Muốn nói chuyện với Sound Transit về đề án chuyên chở công cộng đường hỏa xa nhẹ Link tại Phía Đông Quận King, hãy gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

درمورد مسیر پیشنهاد شده برای پروژه ترانزیت سبک راه اهنی در کینگ شرقی با شماره 1-800-823-9230 در ساعات کاری تماس بگیرید برای گفتگو با سوند ترانزیت.

SOUNDTRANSIT

Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

PRESORTED
FIRST CLASS MAIL
U.S. POSTAGE
PAID
SEATTLE, WA
PERMIT NO. 1801

East Link light rail:

112th Ave - Community Workshop
Participant Workbook

SoundTransit
RIDE THE WAVE

CITY OF BELLEVUE WASHINGTON

Welcome!

During tonight's workshop, you will have the opportunity to:

- Learn about the East Link light rail system and new alignments under consideration along 112th Avenue and into downtown Bellevue
- View in-progress conceptual engineering plans, talk to project staff and share your thoughts about the new options for 112th Avenue and into downtown Bellevue
- Tell us more about your community and how East Link can best serve you
- Submit comments and sign up for electronic updates

Community Workhops and Open House
All meetings will be held from 6:30 to 8:30 p.m. at Bellevue City Hall.

Community Workshops
June 15
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Topic: Evaluating the 112th Avenue Options

July 7
Topic: Identifying Community Preferences on 112th

Open House
July 14
Topic: 112th Avenue, South Bellevue Park-and-Ride, and Bellevue Way

Agenda

6:30 p.m.
Open House: View display boards, talk with staff, and share your thoughts about the 112th design options

7:00 p.m.
Presentation: Introduce the workshop series, explain the purpose and goals and provide a brief overview of the 112th options

7:30 p.m.
Breakout Sessions: Break into groups to review conceptual engineering plans with staff and provide comments

8:30 p.m.
Adjourn

Overview

The Sound Transit Board has announced its preference for an East Link light rail route that utilizes 112th Avenue between Bellevue Way and downtown. While the Bellevue City Council prefers an alternate route (B7, next to I-405), the 112th Avenue alignment could be Sound Transit's final choice. Tonight's workshop is part of a series of outreach opportunities to ensure the community understands the various options for this aligment and has plenty of opportunties to comment.

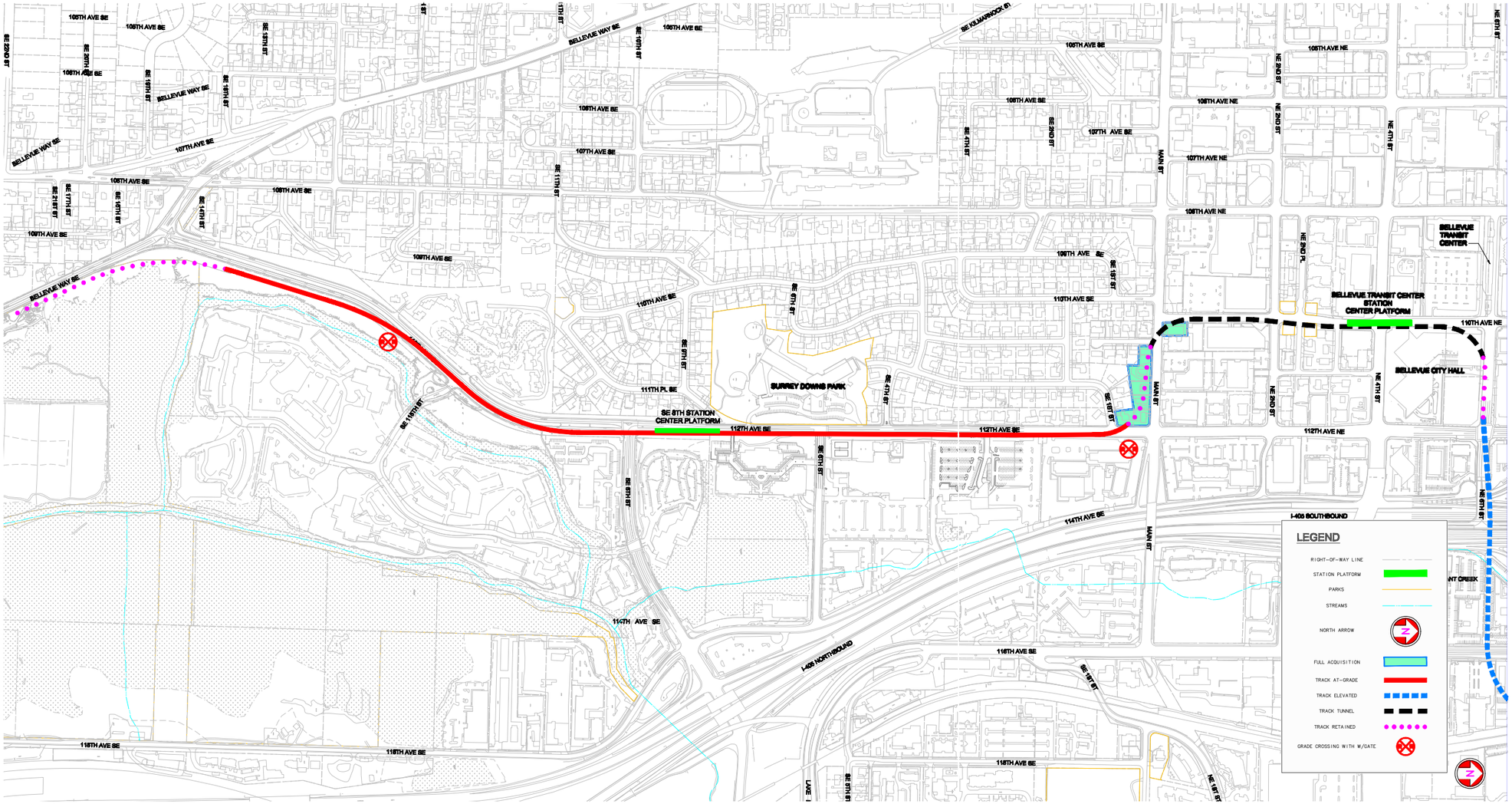
Please share any general feedback related to East Link and the new 112th options.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

How can impacts be addressed?

Option 1 - Center Running to Main Street Tunnel



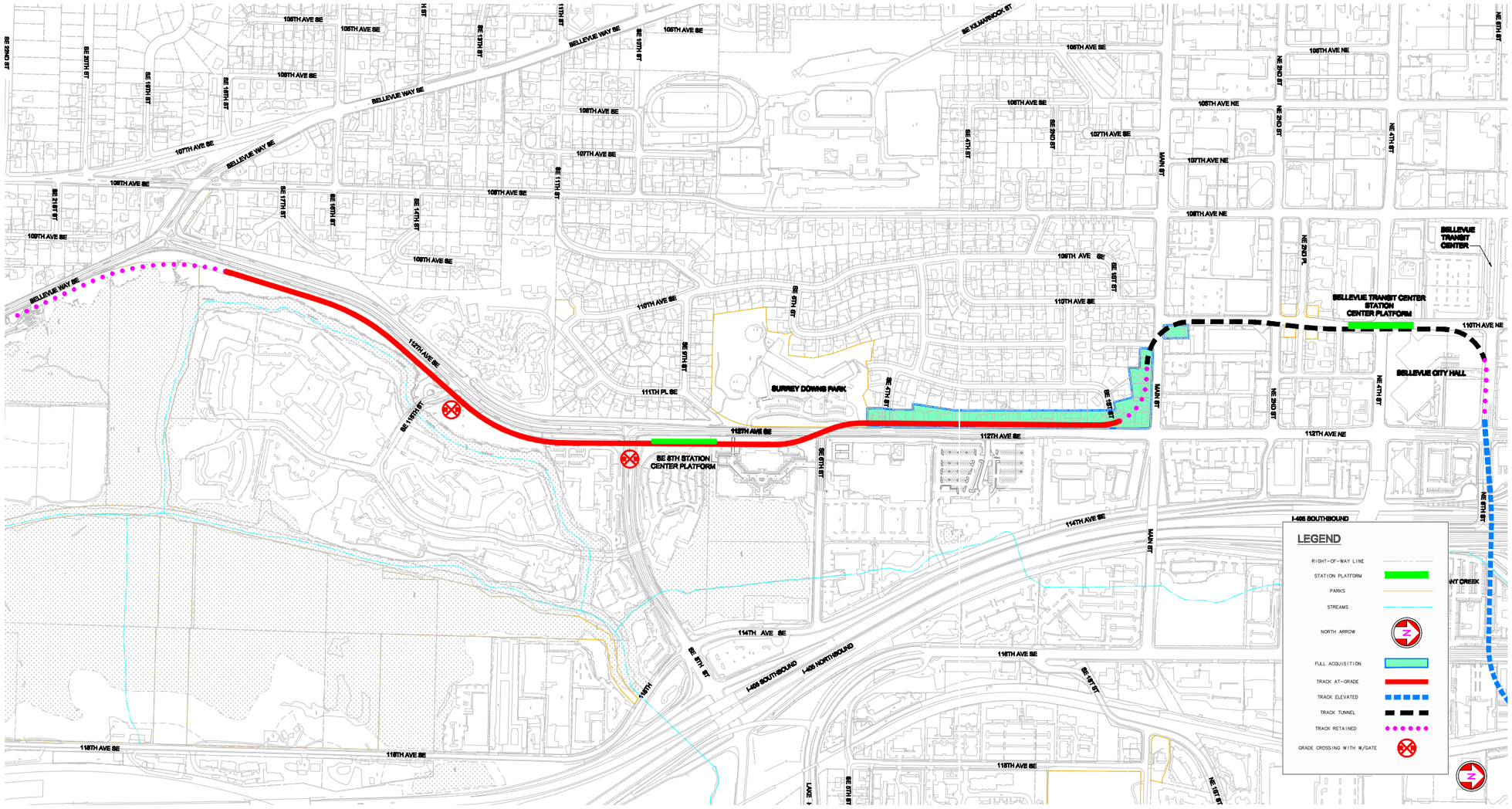
Key Features - Option 1

Center Running to Main Street Tunnel

- At-grade crossing from east to center of 112th Ave south of SE 15th St.
- 112th Ave widened primarily east to create space for light rail median
- At grade crossing of SE 112th Ave at Main St

Comments:

Option 2 - Westside Runnng to Main St. Tunnel



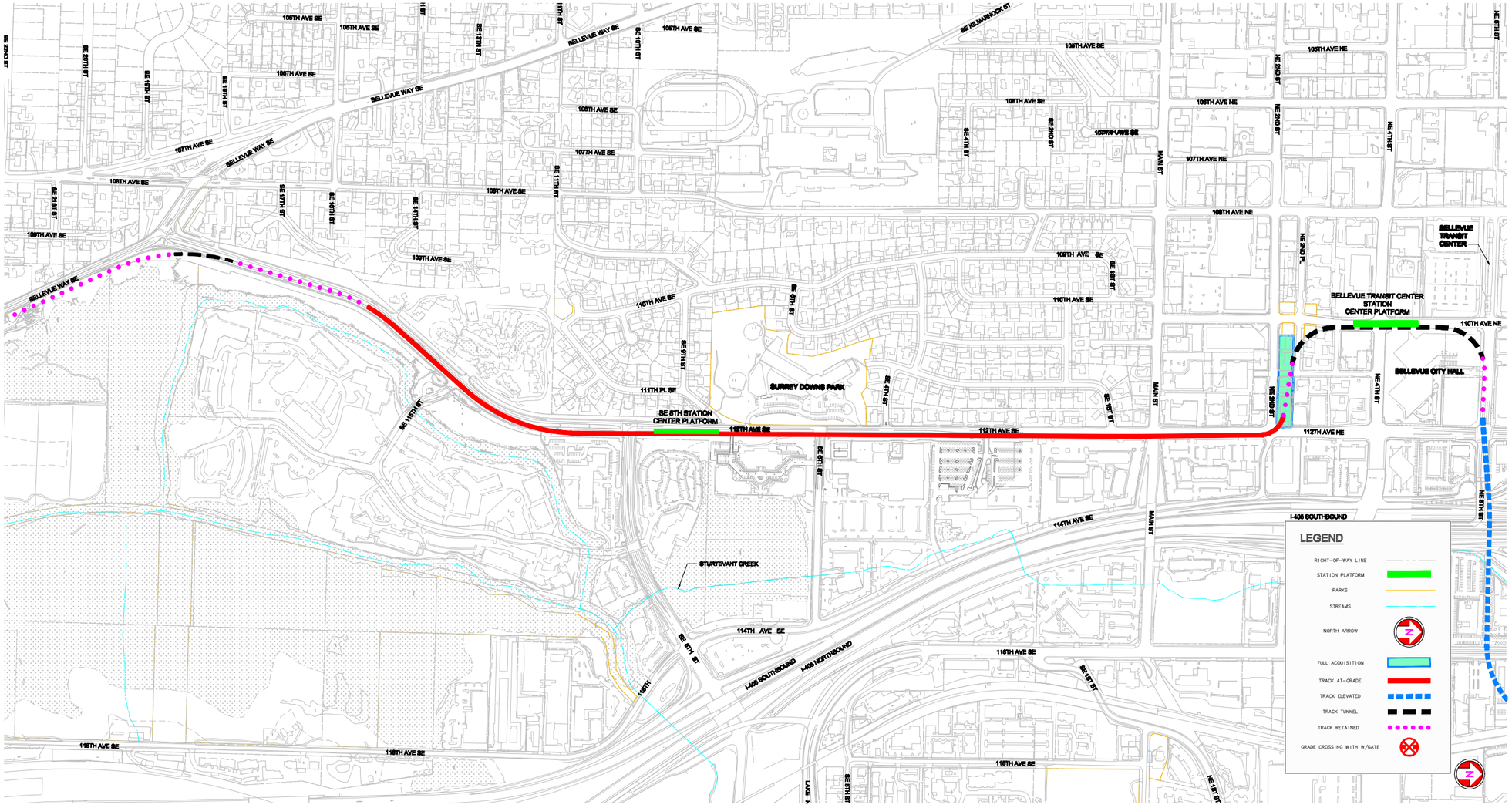
Key Features - Option 2

Westside Running to Main Street Tunnel

- East side south of SE 6th St
- At-grade crossing of 112th Ave at SE 6th St
- West side north of SE 6th St

Comments:

Option 3 - Center Running to 2nd St. Tunnel



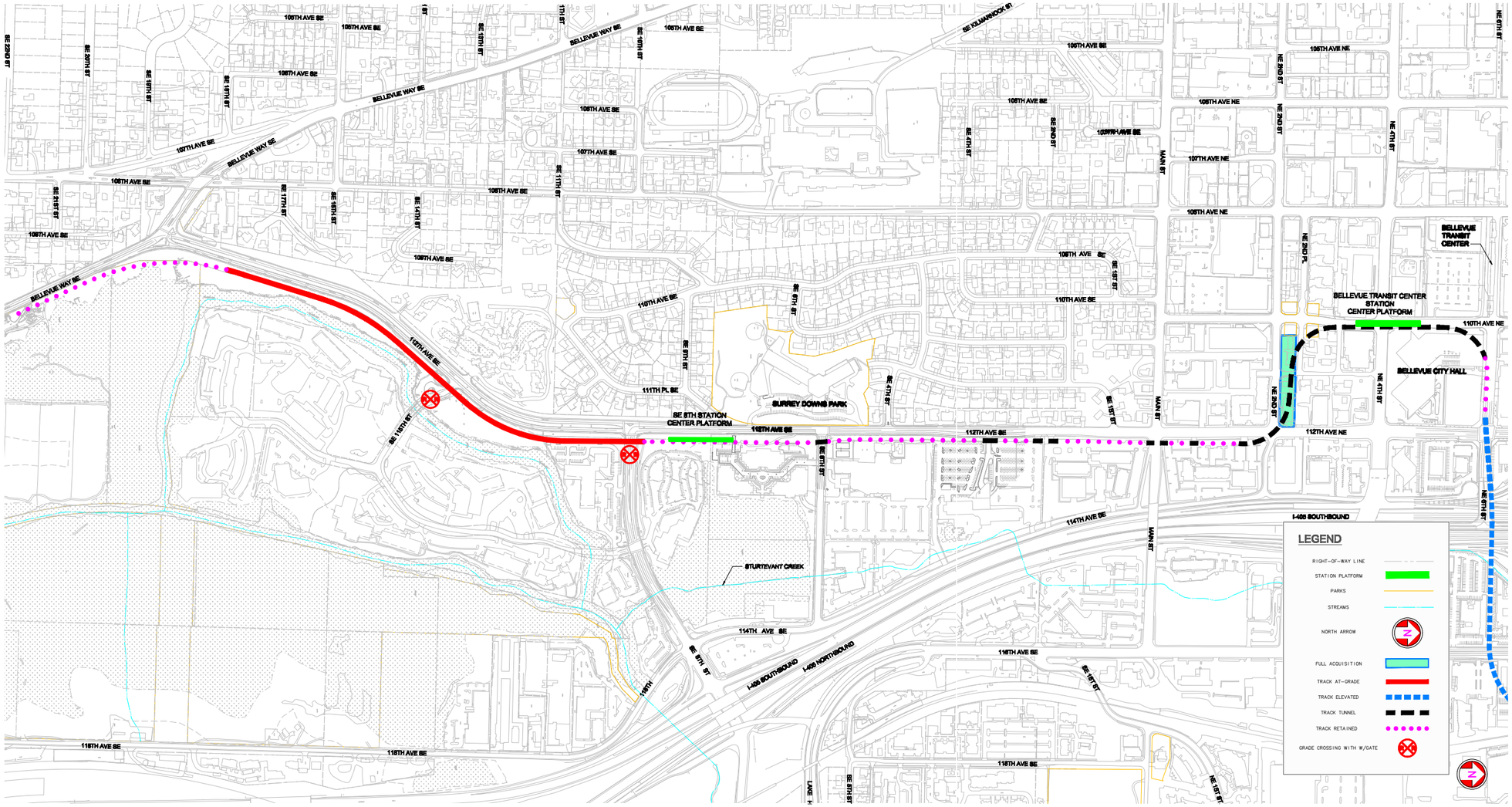
Key Features - Option 3

Center Running to 2nd Street Tunnel

- Crosses under northbound lanes to enter center of 112th Ave
- 112th Ave widened primarily east to create space for light rail median
- At grade crossing of 112th Ave at NE 2nd St

Comments:

Option 4 - Eastside Running to 2nd St. Tunnel



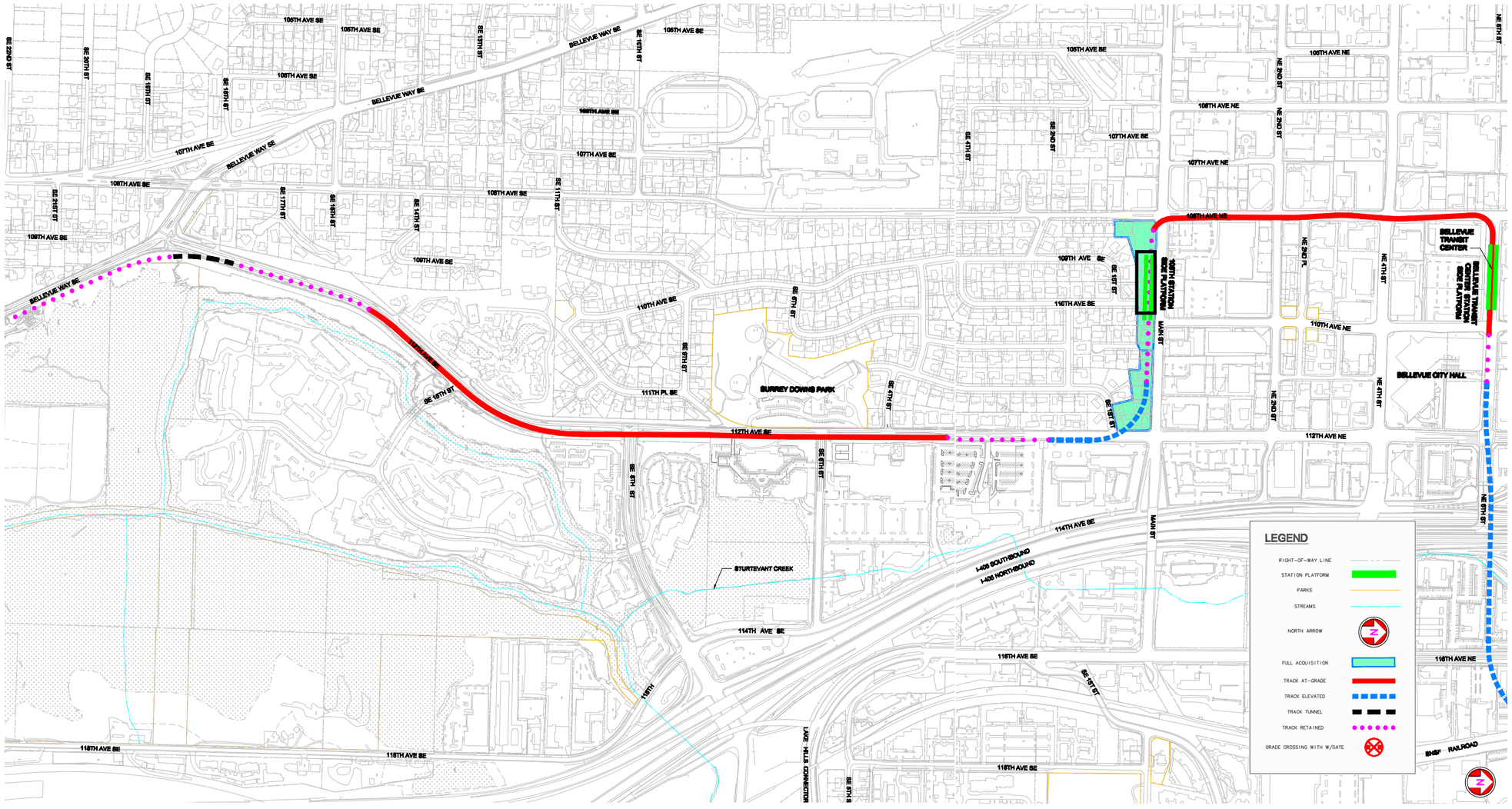
Key Features - Option 4

East Side Running to 2nd Street Tunnel

- At-grade south of SE 8th St
- Depressed in a retained cut north of SE 8th St
- Transitions to a tunnel along NE 2nd and 110th Ave NE

Comments:

Option 5 - Center Running to At-Grade



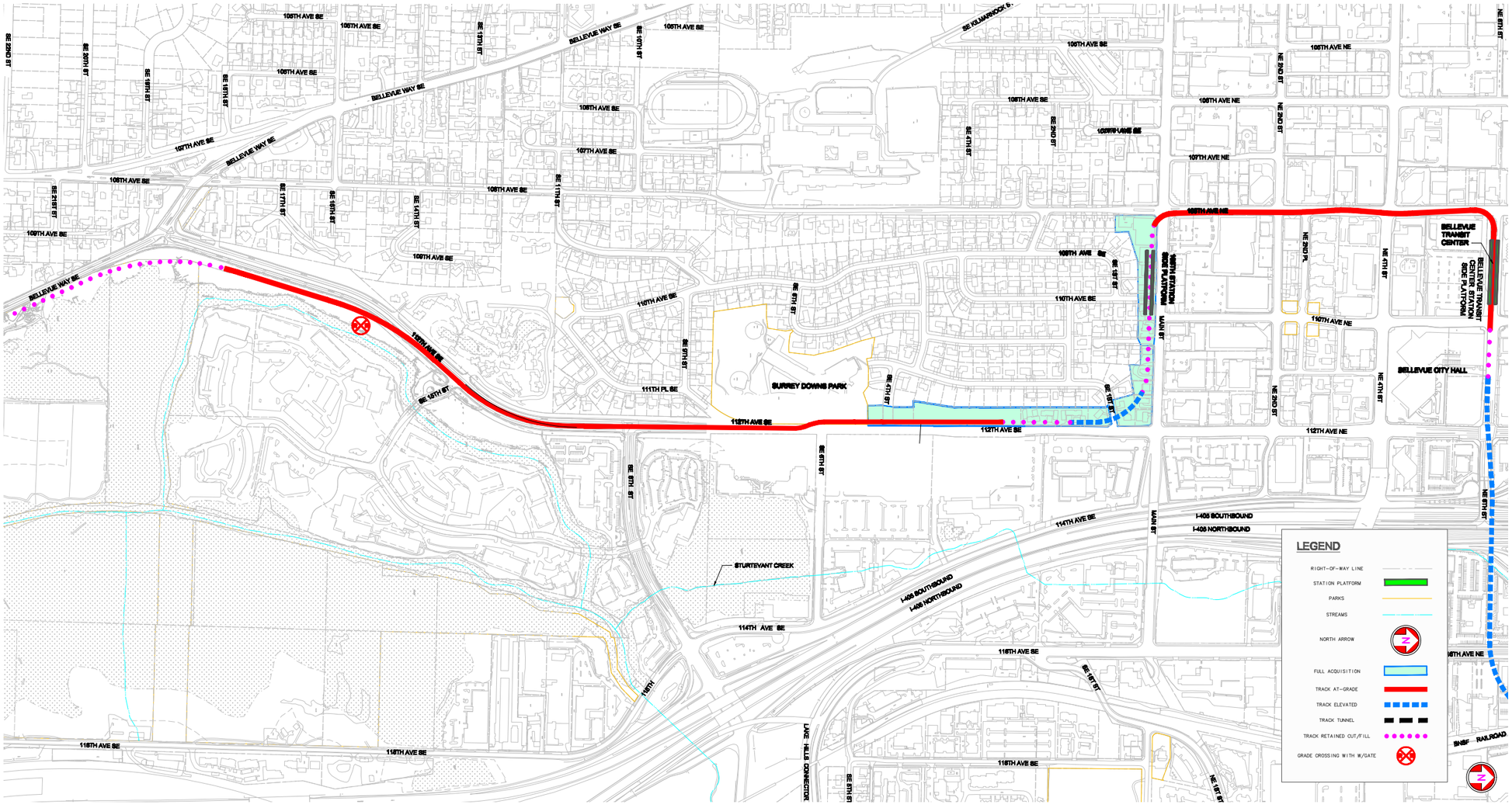
Key Features - Option 5

Center Running to At-Grade

- Crosses to center under 112th Ave at "Y"
- 112th Ave widened primarily east to create light rail median
- Elevated center running from Hilton Hotel to Main St

Comments:

Option 6 - Westside Running to At-Grade



Key Features - Option 6

Westside Running to At-Grade

- At grade crossing from east to center south of 15th St
- 112th Ave widened primarily east to create a light rail median south of SE 6th St
- Crosses from center to west at SE 6th St

Comments:

If you would like to receive project updates, please provide the following:

Name _____

Mailing Address _____

City, State, Zip _____

E-mail _____

Telephone _____

Please check your preferred way of receiving project updates: ☐ E-mail ☐ Mail

www.soundtransit.org/eastlink

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CITY OF BELLEVUE WASHINGTON

Please provide your completed workbook to staff. Comments may also be mailed or e-mailed:

Mailing address
East Link light rail
Sound Transit - Union Station
401 South Jackson Street
Seattle, WA 98104

E-mail address
eastlink@soundtransit.org

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112TH AVE - COMMUNITY WORKSHOP

SOUND TRANSIT EAST LINK LIGHT RAIL

Welcome!

Meeting Purpose

During tonight's workshop, you will have the opportunity to:

- Learn about the East Link light rail system and new alignments under consideration along 112th Avenue and into downtown Bellevue
- View in-progress conceptual engineering plans, talk to project staff and share your thoughts about the new options for 112th Avenue and into downtown Bellevue
- Tell us more about your community and how East Link can best serve you
- Submit comments and sign up for electronic updates



Agenda

6:30 p.m.
Open House: View display boards, talk with staff, and share your thoughts about the 112th design options.

7:00 p.m.
Presentation: Introduce the workshop series, explain the purpose and goals and provide a brief overview of the 112th options.

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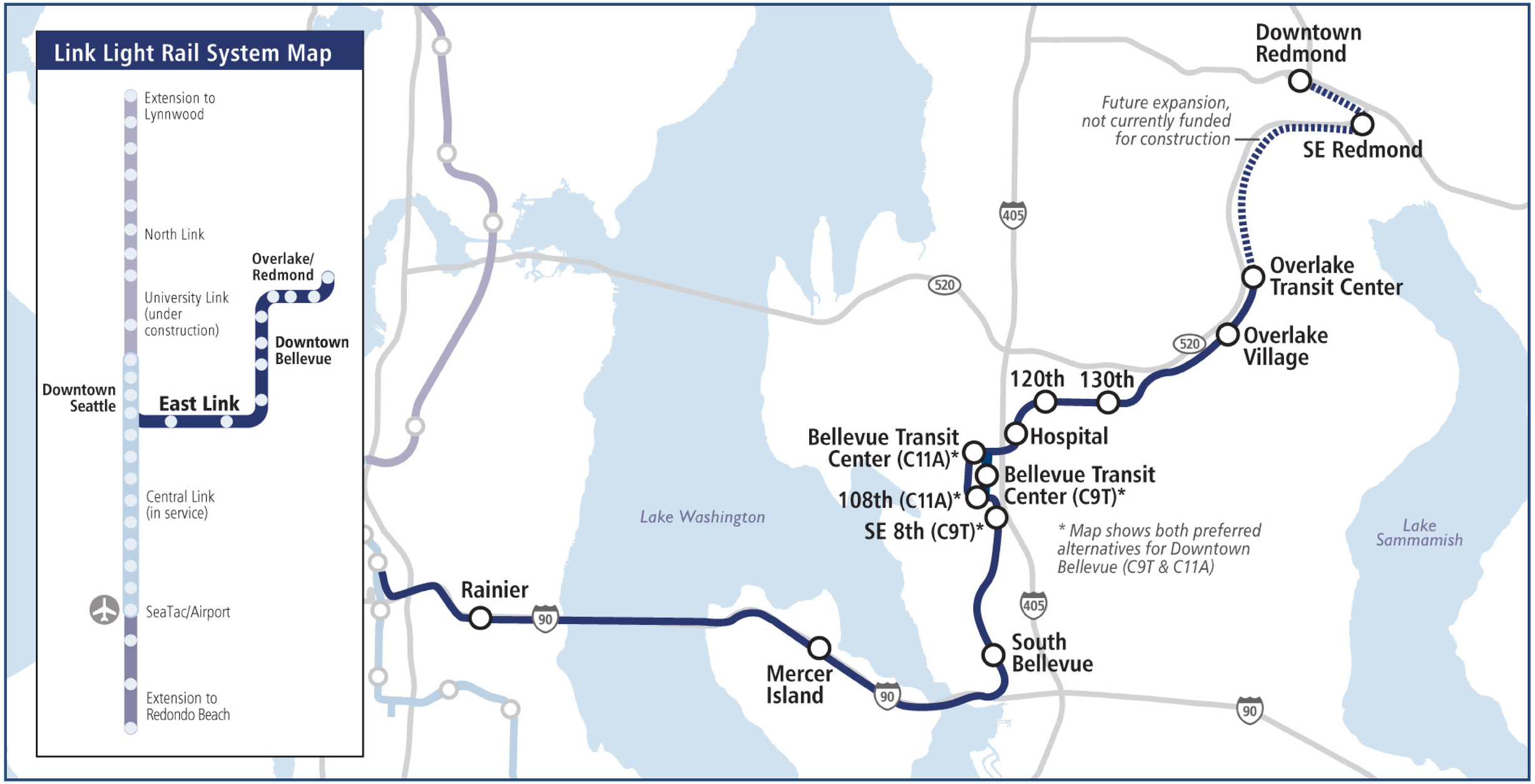
8:30 p.m.
Adjourn

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CITY OF BELLEVUE WASHINGTON

6.2010

EAST LINK PREFERRED ALTERNATIVE



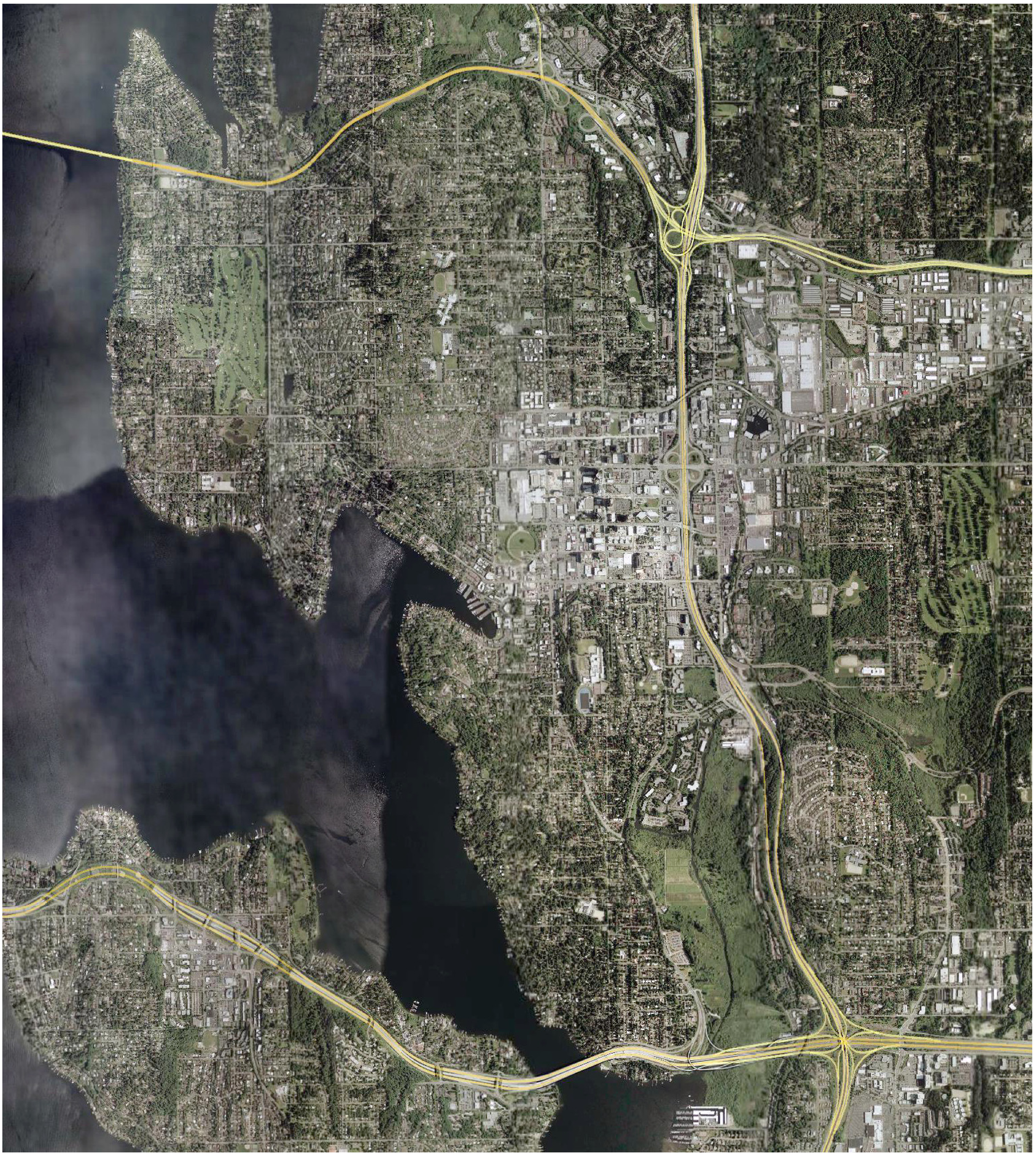
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CITY OF BELLEVUE WASHINGTON

6.2010

WHERE DO YOU LIVE OR WORK?

SOUND TRANSIT EAST LINK LIGHT RAIL



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RIDE THE WAVE

CITY OF BELLEVUE WASHINGTON

6.2010

EAST LINK UPDATE

SOUND TRANSIT EAST LINK LIGHT RAIL

112th Avenue Alignment

Why light rail on 112th Avenue?

Based on a recent recommendation from an expert review panel, the Sound Transit Board has identified its preference for a route that utilizes 112th Avenue between Bellevue Way and downtown. Some of the benefits of a 112th alignment include:

- Cost savings of $50-100 million
- Reduced impacts to wetlands and streams
- Potential for faster travel times

While the Bellevue City Council prefers an alternative route (B7, next to I-405), the 112th alignment could be Sound Transit's final choice. Sound Transit will continue to carry forward and evaluate all the alternatives currently in the Environmental Impact Statement (EIS), including B7. The Sound Transit Board will not make a final alternative decision until after the publication of the Final EIS in 2011.



112th Avenue

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RIDE THE WAVE

CITY OF BELLEVUE WASHINGTON

6.2010

STAY INVOLVED

SOUND TRANSIT EAST LINK LIGHT RAIL

112th Avenue Alignment

Sound Transit is working with the community to evaluate alignment and station options along its preferred 112th Avenue route into downtown Bellevue. The Sound Transit Board is expected to use both public input and the report findings to identify the preferred 112th Avenue design option at their meeting on July 22. Please help us shape light rail in your neighborhood by attending these upcoming events:

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112th Avenue



East Link public meeting

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CITY OF BELLEVUE WASHINGTON

6.2010

GETTING TO A PROJECT DECISION

Begin Construction Late 2013

2006 — Scoping

Alternatives to be considered in the Environmental Impact Statement (EIS) identified

2007-2008 — Draft EIS

Identified and analyzed:

- 19 route alternatives
- 28 station options
- 4 maintenance facility alternatives

2009-2010 — Preferred Alternative

ST Board identifies preferred alternative *(not a final decision)*

2009-2010 — Preliminary Engineering

★ ***July 2010 – Sound Transit Board announces preferred option for the 112th Avenue alignment and the Hospital Station location***

2010 — Supplemental Draft EIS

- Evaluates new alternatives since Draft EIS

2011 — Final EIS

- Evaluates preferred alternative and all alternatives considered in EIS
- Responds to Draft EIS comments
- Describes proposed mitigation commitments

2011 — Project Decision

- ST Board makes decision on project to be built
- Federal Transit Authority issues Record of Decision

Service begins 2021

1% Design Completed

Conceptual Engineering - 19 route alternatives (5% Design)

Preliminary Engineering for Preferred Alternative (30% Design)

Geotechnical work & surveying

Final Design (60%, 90%, 100% Design)

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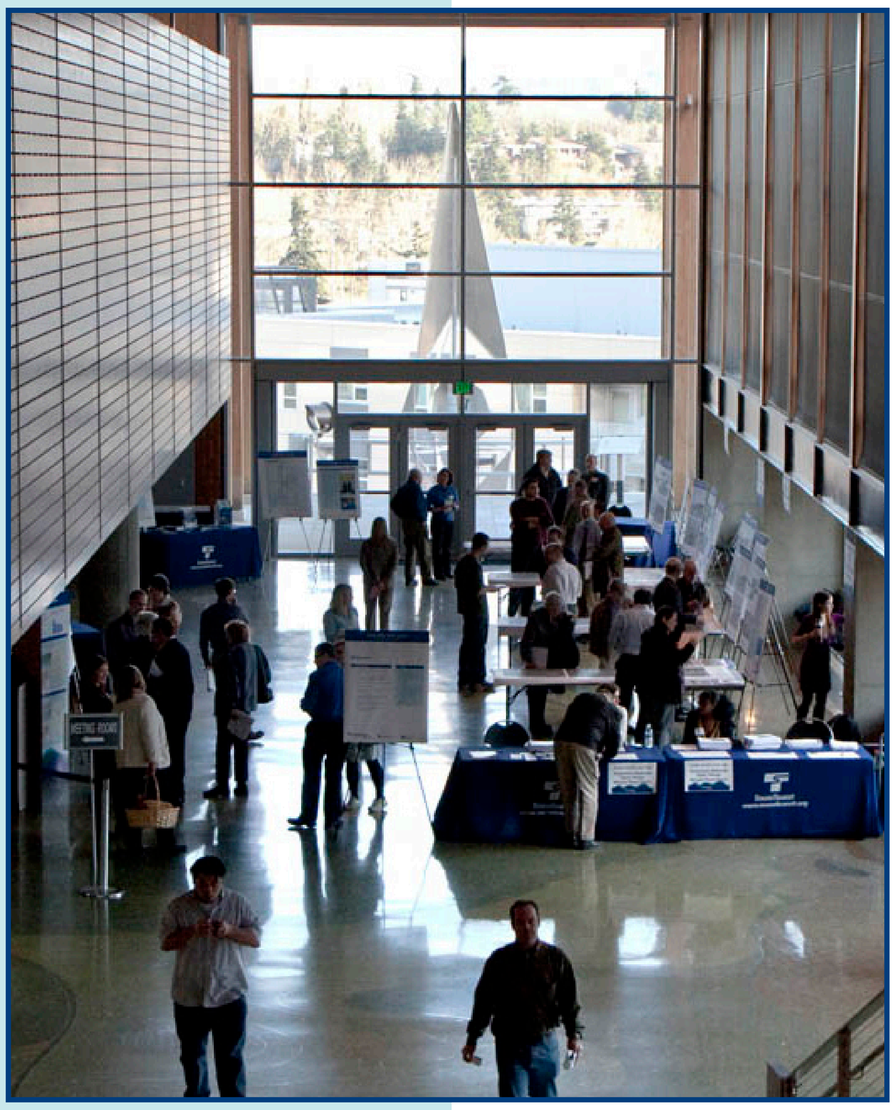
6.2010

WHAT WE'VE HEARD

SOUND TRANSIT EAST LINK LIGHT RAIL

Sound Transit and City of Bellevue staff are meeting with residents and businesses along the 112th Avenue route to gather community input. The following are common themes of what we've heard to date at community drop-in stations on May 27, June 1, and June 2.

- Preference for the 2nd St portal into downtown
- Mixed preferences for east versus west running, but little support for center running
- Concerns about hide-and-ride on neighborhood streets
- Concerns about noise in residential neighborhoods
- Concerns about traffic impacts
- Importance of quality of life along 112th Ave
- Concerns about impacts to property values
- Disruptions from construction, including impacts of noise, dust and vibrations
- Emphasis on maintaining the natural beauty and aesthetics of the area
- Opposition to at-grade crossings
- Recommendation to trench on the east side of 112th Avenue from Bellevue Way downtown
- Notwithstanding Sound Transit's preference for the 112th Avenue route, continued support for B7 alternative



Downtown Bellevue Open House



Project team member explains alternatives during a public meeting

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CITY OF BELLEVUE WASHINGTON

6.2010

East Link Light Rail

112th Avenue Community Workshop

June 15, 2010

Welcome!

SOUNDTRANSIT
RIDE THE WAVE

Agenda

Open House - 6:30 p.m.

Opening Presentation - 7:00 p.m.

I. Welcome and Introductions

II. Workshop overview (Marcia Wagoner)

III. Decision Making Process (Don Billen/Bernard van de Kamp)

IV. What are we considering? (Sue Comis)

V. Workshop format (Marcia Wagoner)

Workshop - 7:30 p.m.

Adjourn - 8:30 p.m.

Workshop Purpose



- Learn about new 112th Avenue alignments under consideration
- View in-progress conceptual drawings and share your initial thoughts
- Submit comments and sign up for electronic updates

SOUNDTRANSIT
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112th Outreach


Door-to-door visit


Three drop-in stations

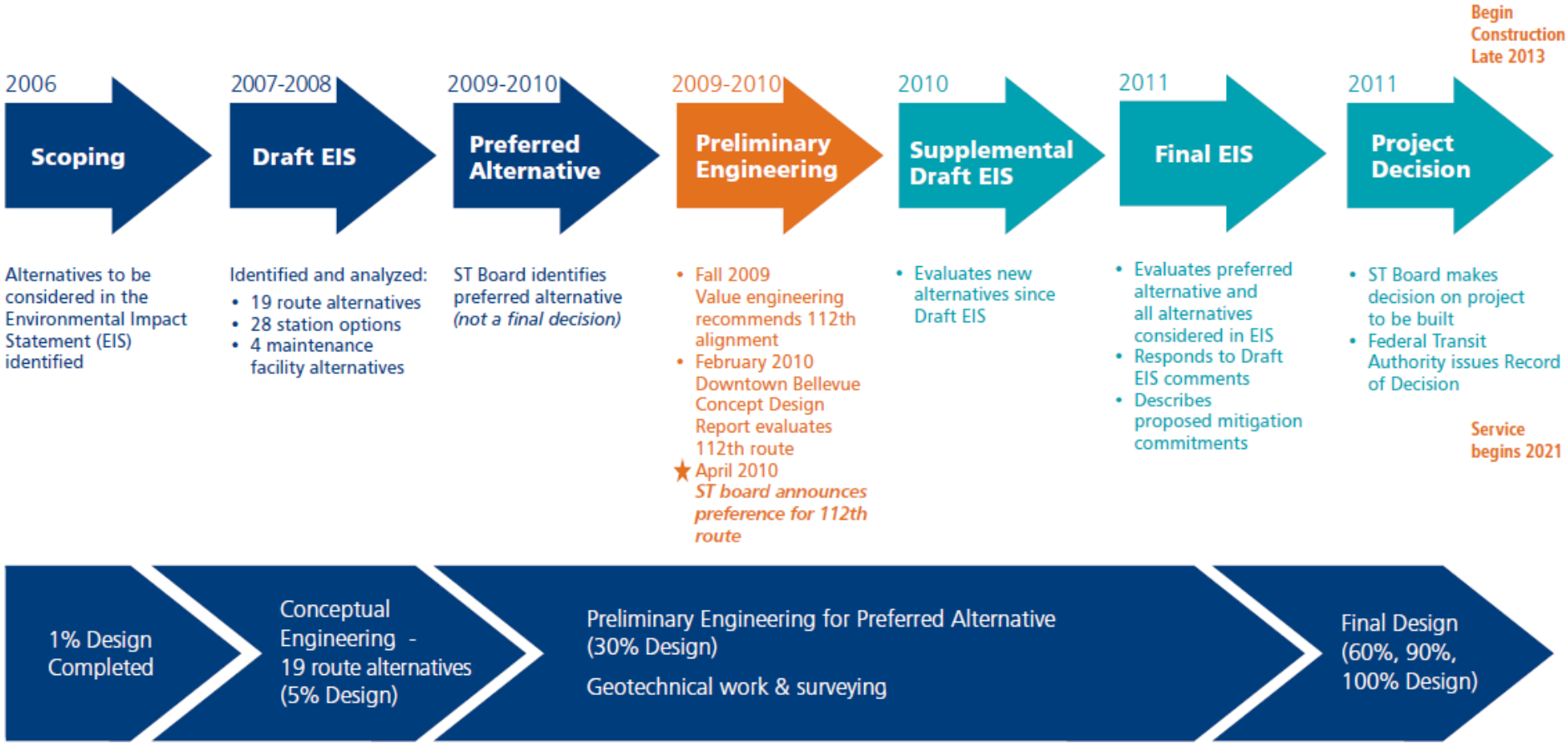

Three workshops


An open house

- Door-to-Door Invitations by Sound Transit
- Property Owner Outreach
- Neighborhood Drop-in Stations
- Community Workshops: June & July
- Public Open House: July 14
- Neighborhood Briefings: on-going

SoundTransit
RIDE THE WAVE

Decision Making Process



SOUNDTRANSIT
RIDE THE WAVE

Decision Making Roles

- Sound Transit
 - Identifies preferred alternative
 - Following Final EIS selects the project to be built
- City of Bellevue
 - City Council makes recommendations regarding preferred alternative and project to be built
 - City issues permits during final design with mitigation for project selected by Sound Transit

Why does ST prefer 112th Avenue?



- Studied in Draft EIS and recommended for reconsideration by value analysis panel
- Benefits include:
 - Cost savings
 - Community access
 - Shorter, more direct route
 - Reduced impacts to wetlands and streams

Supplemental DEIS

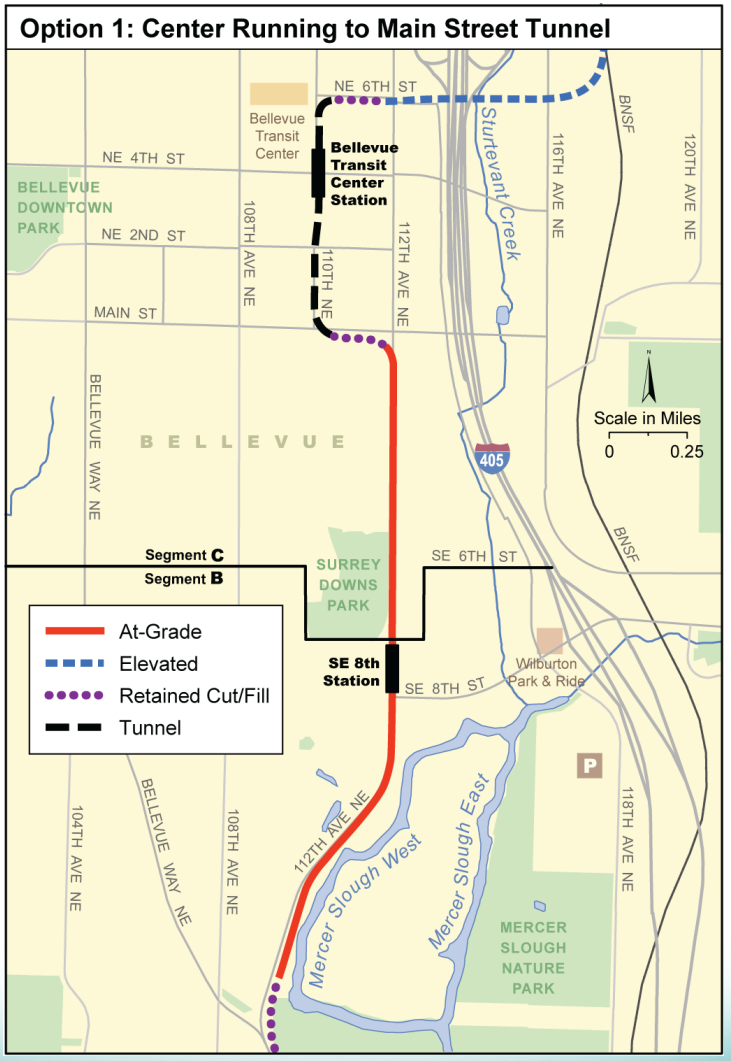
- Project Changes in Bellevue include
 - B2M: 112th Alternative
 - B7 minor changes due to I-405 widening
 - Downtown Bellevue alternatives from February 2010 Concept Report
 - Bel-Red corridor design options

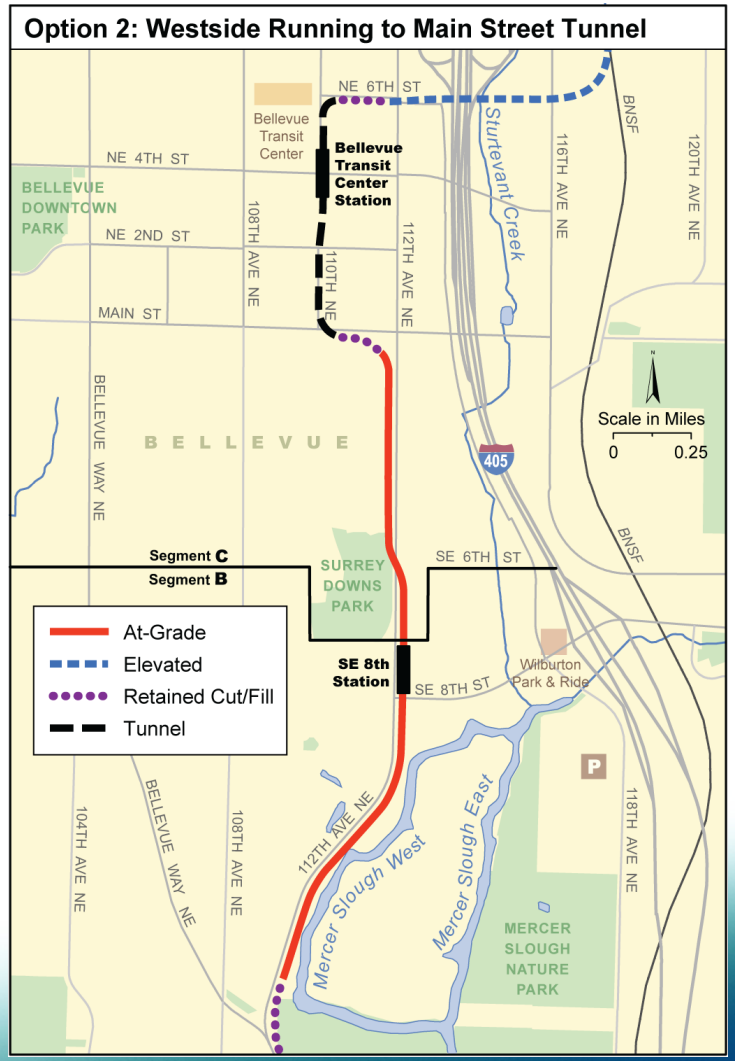
112th Options



SOUNDTRANSIT
RIDE THE WAVE

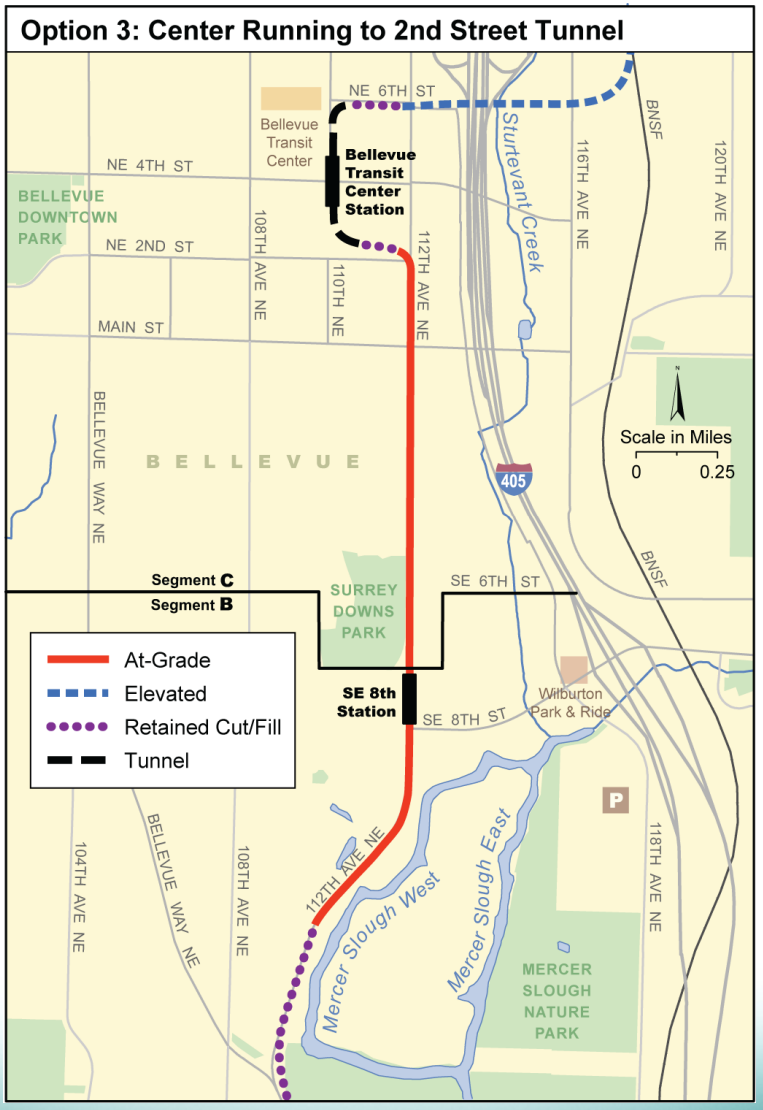
Options 1 & 2: 112th to Main Street Tunnel

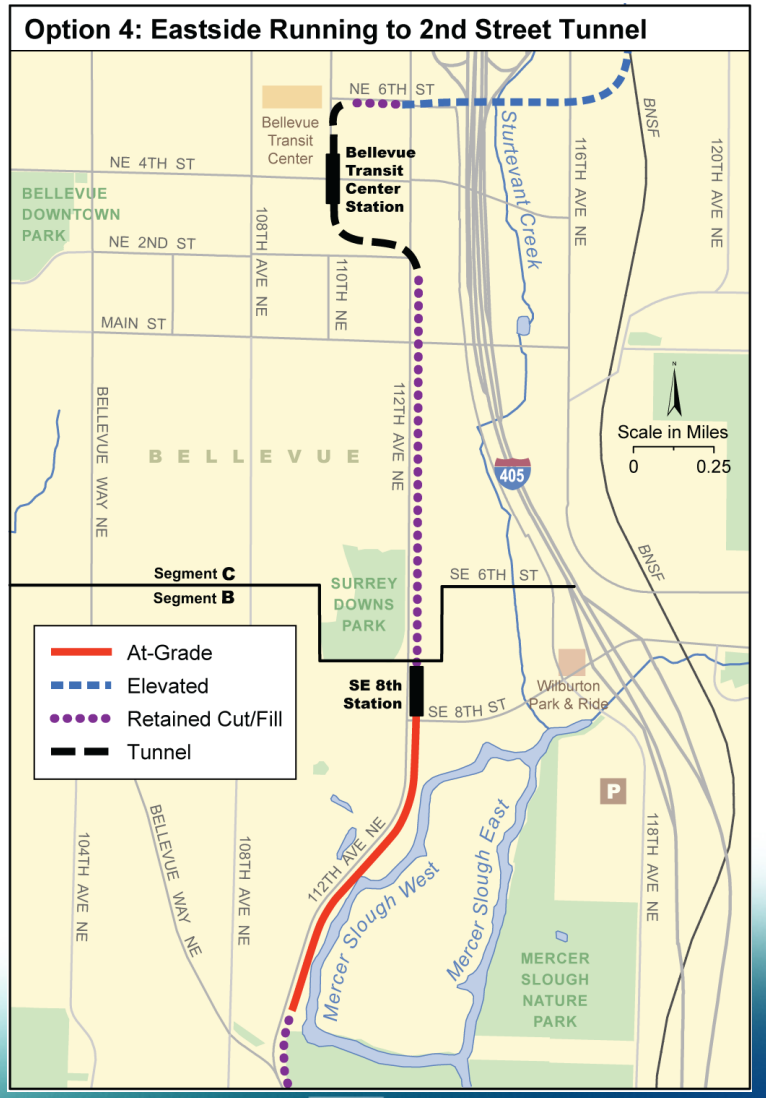




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RIDE THE WAVE

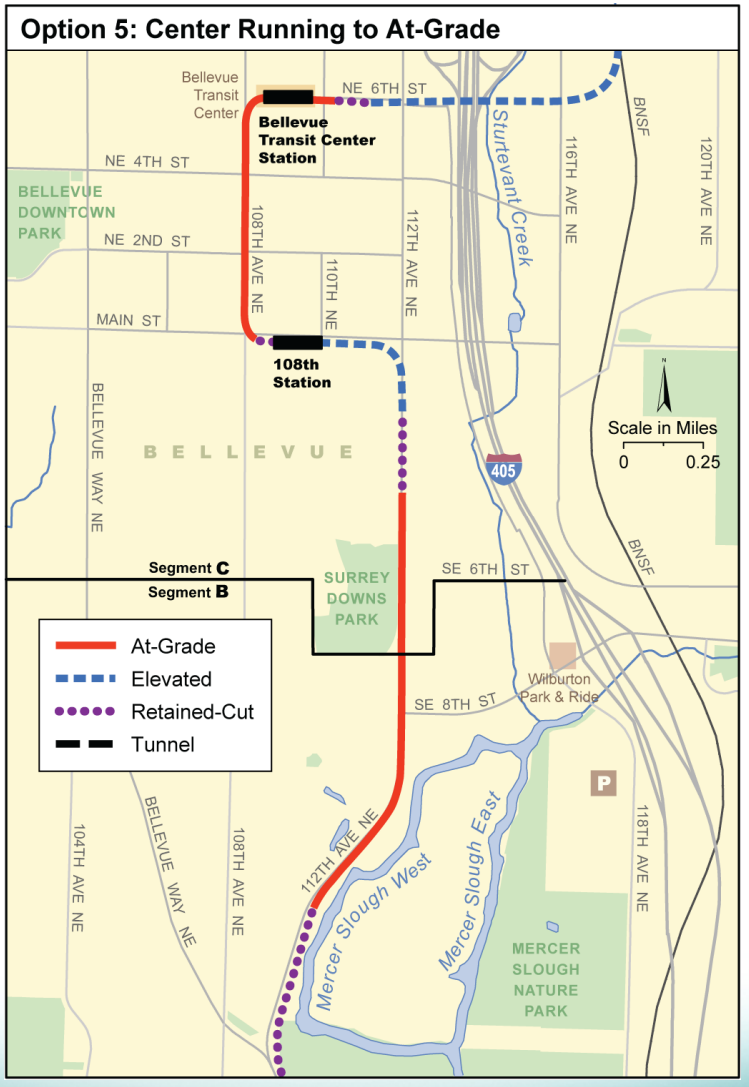
Options 3 & 4: 112th to 2nd Street Tunnel

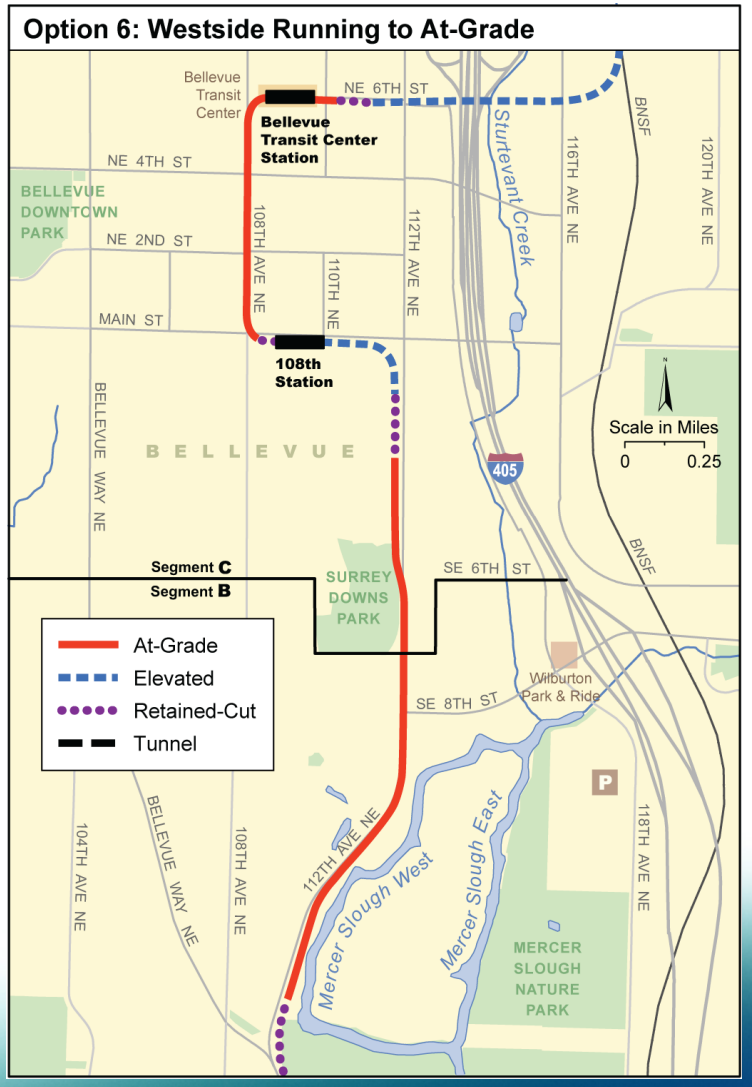




SOUNDTRANSIT
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Options 5 & 6: 112th to 108th At-Grade





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112th Next Steps

- Technical analysis report published (June 24th)
- Sound Transit Board briefing (June 24th)
- City Council briefing (June 28th and July 19th)
- Ongoing outreach and identification of community preferences for 112th Avenue
 - 2nd Workshop (June 29th): Evaluating the 112th Ave. Options
 - 3rd Workshop (July 9th): Community Preferences on 112th Ave.
 - Open House (July 14th): 112th Avenue, Bellevue Way, and South Bellevue Park-and-Ride
- Sound Transit Board identifies preferred 112th alternative (July 22)

SOUNDTRANSIT
RIDE THE WAVE

Workshop

- Staffed workshop tables in Room 108 and 112
 - Facilitator at each table will review each set of options
 - Ask questions/provide feedback at tables and by using workbooks

- Adjourn—8:30 p.m.

112th Avenue – Community Workshop #1: Comment Form Transcriptions

Please share any general feedback related to East Link and the new 112th options.
New options address concerns of noise and safety. Below grade on 112th is excellent concept.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?
No, not on center. Construction impacts severe. Operations no benefit. Should track to East side, to mitigate construction and noise impacts to residential properties.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?
NE 2nd. Property along Main has much development potential and tax benefits to city of Bellevue. No ridership gains by starting along main.

How can impacts be addressed?
Mitigate noise. Put parks, dense evergreen boundaries to absorb noise along 112th. Best option: use B7 route as City of Bellevue prefers

Option 4:

- Below grade superior option
- Begin below grade South of SE 8th to eliminate traffic safety and traffic flow benefits
- Allow tree-lined parks E&W of 112th for visual/noise mitigation

Please share any general feedback related to East Link and the new 112th options.
112th is NOT the final choice. A choice cannot be made until the B7 study is complete and we can compare the choices. Sound Transit has made its choice and it is 112th. If we give input we are consenting to the 112th choice. No matter how and what mitigation is offered our neighborhood is forever altered and IT IS NOT A POSITIVE ALTERATION.

Please share any general feedback related to East Link and the new 112th options.
The 112th Street options are more of a nuisance to a large number of residents than the BNSF option. The BNSF option impacts far fewer residents, has less domiciles and businesses to purchase, and allows more people outside of downtown Bellevue to use the train line.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?
If it must go on 112th, which I strongly oppose, it should go on the west side of the road.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?
NE 2nd Street

How can impacts be addressed?
Consider why Bellevue so strongly favors the B7 option. Review the positive impact of allowing people outside the downtown area to use the B7 route option. Make a decision in a reasonable timeframe and then stay on schedule to minimize the pain inflicted on residents.

Option 1: This is a terrible option that negatively impacts those on both sides of 112th. This is a negative for all involved.

Option 2: This is decent if the much more favorable B7 is not selected.

Option 3: Just as bad as option #1. Very poor idea.

Option 4: This would have a negative impact on the businesses along the east side of the street and still hurt the west siders due to the construction nuisance.

Option 5: No, no, no. Avoid the center line options.

Option 6: This is the best of the 12th Ave options. Limited impact to businesses, limited impact to traffic flow on this street.

Please share any general feedback related to East Link and the new 112th options.
B7 is my preferred alignment because it minimizes impacts on neighborhoods. B7 is Bellevue City Council's preferred alignment. B7 should be chosen as Sound Transit's preferred alignment.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?
Train should run in trench on east side of 112th Ave.

If a tunnel is built in downtown Bellevue, should it start at Main Street or Northeast 2nd Street?
Tunnel is only acceptable starting at NE 2nd keep trains off Main St.

How can impacts be addressed?
Put train in a tunnel from SE 8th to NE 6th.

Option 1: Coming up Main St. causes severe impacts on Surrey Downs.

Option 2: Coming up Main St. causes severe impacts on Surrey Downs & coming up west side of 112th requires condemnation of Condominiums.

Option 4: Retained cut minimizes impacts on Surrey Downs as does going up NE 2nd for tunnel – only acceptable approach for 112th.

Option 5: Main St. approach & 108th at grade have severe impacts on Surrey Downs.

Option 6: Main St. approach & 108th at grade have severe impact on Surrey Downs.

Please share any general feedback related to East Link and the new 112th options.
Please don't build a hill & put beams in front of our condo on 112th Ave SE (Carriage Place). This will ruin our quality of life & property value.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?
West side with buffer for Surrey Downs.

How can impacts be addressed?
Noise during construction. We're really worried because we have a 1 BR condo, bur are expecting a baby so we need to move but can't sell because nobody will want to put-up with construction noise or buy something that may get torn down. We need to rent it out eventually and once the baby gets bigger but renting during construction will be very hard.

Please share any general feedback related to East Link and the new 112th options.
I do NOT want the 112th option. The blueberry farm & Winter's House and Mercer Slough Nature Park are gems that COB and activists who care about Bellevue have saved. The trains should run along 405 and the existing rail line. I was a docent in Winter's House and am keenly aware of its value to the community!

Please share any general feedback related to East Link and the new 112th options.
Stop spending money on this and start working on B7. B7 will be cheaper, especially with the costs of avoiding the FW Winter's House. Connect the south Bellevue PNR to the B7, not the other way around. If you think people will walk ½ mile to the station, then a ¼ mile walk from the Park n Ride shouldn't be a problem.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?
Underground.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?
NE 2nd Street.

How can impacts be addressed?
Underground the entire alignment.

Please share any general feedback related to East Link and the new 112th options.
112th is too far west to properly serve Bellevue.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?
East side

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?
Neither

How can impacts be addressed?
By building on B-7 and using the vacant Auto row.

Please share any general feedback related to East Link and the new 112th options.
Live on 110th Ave SE would like to be able to walk to rail station.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?
East. East side appears least disruptive to neighborhoods. Parking garages could offset lot parking on business side.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?
2nd [choice]

How can impacts be addressed?
Keep noise down

Option 1: 3rd [choice] – would prefer tunnel to dip to center of 112th at south end

Option 2: 5th choice

Option 3: 2nd choice

Option 4: 1st choice. Go under 6th? *[Note: Current plans for Option 4 call for the tunneling of the track under SE 6th Street. It is possible that the participant's comment was actually referring to starting the tunnel so that the track would be tunneled under SE 8th Street, instead of the current plan for an at grade gate crossing at SE 8th.]*

Option 5: Elevated crossing at main likely to be noisy. Why station on main so close downtown station. 4th choice

Option 6: Least appealing option

Please share any general feedback related to East Link and the new 112th options.
112th/Bel Way alignments violate city polity & fed law. B7 is the only alignment the ST should pursue

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?
Not west – no homes should be taken

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?
NE 2nd

How can impacts be addressed?
Pursue a freeway alignment

Option 1: No Main St. use…violates historic neighborhood SE 8th station has no viable access & would encourage park & neighborhood parking. Center run should be replaced by cut & cover so that property taken is minimal

Option 2: Same for station. No residential or park property should be taken. Cut & cover alignment on 112th SE

Option 3:Same for station. NE 2nd is appropriate over Main. Cut & cover alignment on 112th SE

Option 4: Cut should be covered to avoid crossings at 6th & Main.* Same for station.

**Note: Current plans for Option 4 call for the track to be tunneled at both the SE 6th Street and Main Street crossings.*

Option 5: Main St. taking is not necessary & unethical. Elevated track is not acceptable, violation of Main St. properties is an unnecessary option.

Option 6: See above

It would be nice to be able to read the maps in the workbook

Please share your comments:
My name is Sophia Everett I am coming in the class. I have a greater time and creating beautiful pictures thanks to Ilona. She takes the time to teach us. She is a wonderful lady. She has teach in the location for 50 year. Please do not come in the Main Street it will be a shame to take her house away. What wrong with you people. Rapid transit have many other alternatives. My heart is broken.

Please share your comments:
I, Patricia Foucht suggest the 2nd Street portal there has no small business be hurt. But Main St is a killing to the bus people, lost their established and stable investment. I know you had a lots of advisors at City Hall. Please do not destroy all this small owners. Find many more alternatives that your construction will not disturb the peace in the condominium dwellers with day and night disturbances dust, lout, noise, and more.

If you would like to be included on the project mailing list, please provide the following information:

Name: Patricia Foucht

Please share your comments:
I am opposing portal (D1 ALL Option 2, -5, -6) Main St Portal because many small businesses will be destroyed. Small business favored for the public because their services less expensive and keep the economic, for the USA to survive and compete with others every individual can help to achieve our goals. I am Mrs. Anna B. Szekeres.

Please share your comments:
My name is Janet Hickox, I have been coming here form over 2 years at Main Street. I'm hoping the Bellevue people will recognize that they don't destroy Main St for the Sound Transit. It is not necessary because there are other options for example 2nd street. It would be a tragedy for main business owners that have been here for 50+ years and many people, including myself depend on this wonderful place to come for art + the dentist. Please listen! June 14, 2010

If you would like to be included on the project mailing list, please provide the following information:

Name: Janet Hickox

Key Features – Option 1

- Move station as far north as possible, as close to Bellevue Transit Center as possible.
- Keep transit rail on west side of 112th to avoid more intersections [near SE 5th Street]
- I like station here. Good Job. [comment refers to SE 8th Station Center Platform location]
- Better option. Bridge over wetlands [comment refers to a hand drawn alignment suggestion that runs along 118th Avenue SE and I-405 connecting running back west to connect with the existing Main Street alignment. Station recommended at SE 8th near I-405].

- Bridge over wetlands, it's not that impactive and can be easily mitigated. Solves a lot of problems with 112th Ave alignment.

Option 2

- Move station [refers to Bellevue Transit Center Station] as far north as possible as close to Bellevue Transit Station as possible.
- Avoid railroad crossing arms with loud bell ringing at all hours of the night *(SE 8th St crossing)*

Option 3

- Move station as far north as possible (*Bellevue Transit Center Station)*
- Too many intersection conflicts.

Option 4

- Tunnel under intersection to avoid all crossing arms and loud bell ringing at all hours of the night. (*SE 8th St Intersection)*
- Move station as far north as possible (*Bellevue Transit Center Station)*

Option 5

- Too much conflict with traffic @ intersection *(108th Ave NE and Main St intersection)*
- Move this station near SE 8th St. Why have 2 stations only 3 blocks apart and nothing at SE 8th St? Not smart. *(move 108th Station)*

Option 6

- Too much conflict with traffic @ intersection. *(108th Ave NE and Main St.)*
- Move this station near SE 8th St. *(108th Station)* Why have 2 stations only 3 blocks apart and nothing at SE 8th St.? Not smart.

Please share any general feedback related to East Link and the new 112th options.
THE NOISE ISSUE. The functional noise has been reported to be in excess of legal standards – Thus, any decision to proceed with any option without eliminating this violation can be construed as a "willful knowing" intent to violate legal requirements, which depending on the noise standards enabling legislation, may be civilly or criminally actionable. Thus, it is critical that the noise issue be proven solved before anything is approved and public funds are expended on this system. Please call me if you would like to discuss this matter further.

Bob Prolman
Enatai neighborhood home owner
Former Federal Congressional Investigator – U.S. House (Public Works and Transportation Committee)

112th Ave – Community Workshop Participant Workbook

Please share any general feedback related to East Link and the new 112th options.
Would prefer a route that goes further north than 6th St. Transit Center station should actually be in the transit center!

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?
West side. Less back-and-forth, less track, more direct to transit center.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?
Main St. more tunnel is better.

How can impacts be addressed?
Don't disrupt business – disrupt the marsh instead.

Option 1: No on center running. Transit Center Station is not at Transit Center!

Option 2: Too much disruption to businesses, station is separated from the actual transit center.

Option 3: No on center running

Option 4: Might alleviate noise issues

Option 5: No on center running

Option 6: If this were a tunnel, this would be the best. *(section from Main St. to NE 6th along 108th Ave NE)*

Please share any general feedback related to East Link and the new 112th options.

- This is the most obvious route, politics aside.
- I strongly support South Bellevue P&R stop from practical and ideological reasons.
- 112th does require sharp curves @ Main or 2nd St., suggesting the B3/Sturtevant Slough route.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?
East, wherever possible. Too bad about the Bellevue Club. But save the Winters House

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?
Main is preferable, but 2nd is OK if it keeps Surrey Downs from suing.

How can impacts be addressed?
- Keep it low and east as much as possible. Avoid curves near houses if noise-generators.
- Tunnel & retained cut reduce a lot of impacts, but what about cost?

Option 1: Sta. @ SE 8th serves Bellefield

Option 3: Parkway strip will be lost

Option 4: If this helps appease the neighbors, bring it on.

Option 6: Main St Station serves high school & access to Main St. businesses. (Good) ☺

Please share any general feedback related to East Link and the new 112th options.
- Best is Bellevue Way
- 112th is Ok Too
- B7 doesn't make sense.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?
East side seems best

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?
Main Street with a Main Street Station.

Option 2
- Too much residential property destruction
- I would like westside* into Main Street tunnel

** Note: While written comment stated a preference for the Westside alignment, hand drawing on map actually indicated an eastside alignment between SE 6th and the Main Street tunnel. Therefore, we believe the comment is actually stating a preference for an eastside running alignment in this section.*

If you would like to receive project updates, please provide the following:
Name: Havens Tipps

Please share any general feedback related to East Link and the new 112th options.
This alignment violates the promise Bellevue made in the late 1970's to prohibit "commercial creep" into single family neighborhoods. Light rail is principally designed to serve the Bellevue central business district, which is a commercial purpose.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?
East

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?
NE 2nd

How can impacts be addressed?

- Select b7, with a NE 2nd portal
- As evidenced by the noise issue on central link, some impacts cannot be acceptably mitigated.

Option 1: Miserable idea. Will create unnecessary congestion on 112th. Crossing at grade not only increases congestion, it reduces safety and increases risk of accidents, especially Main/112th.

Option 2

- Should have grade separation at SE 8th & SE 6th
- Buffer has benefits

Option 3

- Has better grade separation on 112th's south end
- Grade conflict @ NE 2nd problematic
- Grade conflict @ Main St. terrible

Option 4

- One of the best b-2/3 alternatives
- Avoids impacts to residential area fairly well
- Should be modified to include grade separation at SE 8th St (lower track)
- Trench buffers residential to west
- Access to hotels, etc. maintained

Option 5

- Has decent grade separation
- Ramp is visually problematic
- Grade conflict on Main unacceptable

- Impacts residential neighborhood
- Should consider connection to C9-T
- No at grade in CBD!

Option 6

- This is a massive violation of the policy prohibiting commercial creep into Bellevue's residential neighborhoods.
- No at-grade in CBD!
- Should consider connection to C9-T

112th Ave Workshop #1: Flip Chart Note Transcriptions

Table 2

- 35 mph is too slow.
- Needs to be grade separated.
- If B2M is considered one B alignment, how do you compare costs if segment is separated into B/ then C @ SE 6th
- Needed Tech. Analysis info. Tonight!
- Why can't you build a retained cut the whole way.
- Can we get under SE 15th (retained cut)?
- What are the City's future lanes on 112th
- What will the supplemental have in addition to the concept design report?
- Prefer less crossing
- Why not tunnel?

Table 3

- When will there be plans/comparison for B7? It's logical
- How many ft is the alignment from the Winter's House?
 - Not acceptable to be only 7 ft from the house
- Why no gate, but a signal?
- Looks like a log of upheaval (grades, homes) – Opt 1&2
- How does a center-run line affect properties?
- How is traffic controlled w/o gates? (Opt 3)
- How does an outside entity get to decide what happens in Bellevue? The beauty? The Noise? (referring to Sound Transit)
- Why no station on SE 8th?
- What impacts on Belfield Park? (Mercer Slough)
- Where will ST accommodate parking in S. Bellevue & Bellevue Transit Center
- What happens when ppl walk out on their yard & see a train?
- When will there be plans farther east to Issaquah?
 - What will be impacts on S. Bellevue
- Livability vs. cost – cost shouldn't be the deciding factor.
- If B7 was considered – where would it cross?
- We needed the technical analysis tonight!

Table 4

- Option 2 – Like moving the rail to the west side – incorporate park – permanent buffer for neighborhood in next 50 years
- Se 8th Station – Concern – Where is the commuter parking?
 - Protect existing parking for Bellevue Club, etc.
 - Would need huge parking structure
- Side running train is safer than center trains.
- Center provides opportunity for pedestrian safety, center keeps cars together + peds together
- Is catenary lines going to be ugly above the train?
- Option 3+4
 - Trench
 - Is that safe?
 - Can you throw things down onto the track? – It looks ugly
 - It seems really expensive.
 - There's less tunnel on the NE 2nd; so, less $?
 - There's a creek under the trench.
 - Consider mitigation on the property (30-40') that's being taken
 - Option 4 – least intrusive to traffic
 - Quiet –
 - Can't it be covered??
 - What will the mitigation be on the east + west side?
 - For single gamily
 - Provide cost comparison
 - Option 3
 - Doesn't like the center-running.
 - Don't like the trench
 - Trench will help mitigate noise
 - Option 4 – Tunnel is too far from Transit Center.
- Option 5&6
 - No. 5 most ugly – for example, looking from window of hotel.
 - So, Transit Center has to be rebuilt? Doubled in Size
 - You'll still need as many busses w/light rail added.
 - Don't like this idea!
 - What about parking? Where does that go?
 - The stations are really close together
 - It's only four blocks –
 - Noise on Red Lion for elevated track.
 - Surrey Downs neighborhood would need a really good buffer – noise walls.
 - This buffer eliminates train bells.
 - Add a station at 108th (keep the 2 others)
- Need to know acquisitions + mitigation costs. – Determining Factor

- Prefer Option 2 + Option 4
- We needed the technical analysis tonight (Betsy)

Table 5

- Opt 1
 - No SE 8th Station
 - Sidewalk 110th
- Opt 2
 - No SE 8th station
 - Sidewalk 110th
 - Saves trees
 - Avoids driveway impacts
- Opt 3
 - + tunnel portal NE 2nd
 - No SE 8th Station
 - Center running disruption on traffic
 - No crossing gates
- Opt 4
 - + portal NE 2nd
 - Retain busn. Access
 - No SE 8th station
 - Bike + ped path?
 - + faster running times
 - Increase safety w/o at grade xings
 - 2nd Street portal
 - Less busn/resid. Impacts
 - At grade xing = noise
 - Opt 3 to SE 8th, diag. x-ing at light
 - Removes x-ings
 - + grade separated
 - Cover retained cut
 - Under SE 8th?
- Opt 5
 - Better station locations
 - Linear park?
 - Property impacts
 - Diagonal station (Tully's)
 - Need for 108th station?
 - TOD potential (N of Main)
 - Visual impact elevated
 - 2 station split demand & routes?
 - Mixes bus/train passengers

- Opt 6
 - Better station locations
 - Linear park?
 - Property impacts
 - Diagonal station (Tully's)
 - Need for 108th station?
 - TOD potential (N of Main)
 - Visual impact elevated
 - 2 Stations split demand & routes?
- Mixes bus/train passengers

Table 6

- Evening traffic on 112th. Concerned about the more capacity
- Why is the capacity of traffic maintained if LLR should help with transportation & traffic capacity
- SE 6th St would serve better pedestrian capacity
- #2 reference
 - Eastside options running along one of the other options too
 - Grade separation makes more sense & less complicated
 - Having more flexibility with station
 - The 1st station should be closer to SE 6th St
- Options – 3&4
 - #4 Not having the Right in & Right out would be best.
 - Can you start the retained cut before 8th St. to go under 8th St. high traffic area
 - Bellevue Way would be the cheapest
 - Why not build thru/down 108th more density there
- Options – 5&6
 - Have they determined that on 108th St #6 would be the only surface alternative
 - What is missing in 5&6 options connection to C9T alt.
 - Raise parking lots cost
 - Like to see more Eastside option

Map Comments:

- Option 1: Possible location (rectangle drawn to look like possible station at SE 6th)
- Option 2: Like this idea/as a buffer? (Comment written at 112th and SE 6th on the east side of 112th)
- Option 4: Go under 8th? (refers to at grade gated crossing at SE 8th)
- Option 5:
 - Transition unacceptable to homeowners on 112th (refers to transition from retained cut to elevated structure near SE 1st)
 - Worst option for homeowners
 - Do not like transition structure in front of condos to Main Street Station

- Option 6-best option for condos.

Table 7

- Opts 1 & 2
 - Want to know about City's Vision/Comp plan for Main St. and how options relate to it?
 - #1 concern is community character of Main St.
 - What does it look like at Main St. (View of retained cut.)
- Opts 3 & 4
 - Are tunnel costs proportional to its length?
 - What is the difference in cost of tunnel options (what are savings of NE 2nd option)?
 - Appealing to impact parking/tennis courts (#4) rather than homes (1&2)
 - Why not combine retained cut of #4 w/ Main St. Tunnel?
 - Does #4 satisfy buffer from residents?
 - Is there a noise comparison between at-grade & retained cut?
 - How much less is retained cut (if any)?
 - How does it impact community Char. & City vision of Main St.?
 - What is the difference in business impact between Main and 2nd tunnel options?
 - #4 – Plus that it doesn't cross 12th
 - #4 – Like how it avoids traffic impacts
- Opts 5 & 6
 - Could ST look at option of 2nd Street for surface alignment, rather than Main?
 - Lost connection to SE 8th P&R w/o station at SE 8th, and to Lake Hills Connector
 - Interested in possible hybrid:
 - East running on 112th (#4) +
 - Possible at grate DT (#5/6) (Could non-tunnel cost savings pay for retained cut?)
 - Could at-grade go on 110th?
 - What does at-grade DT (5 & 6) do to traffic on 108th?
 - Realist. Consider both impacts to Downtown Bellevue and costs.
 - If at-grade, consider 110th thru downtown (saves cost vs. 108th)
 - How is tunnel being paid for?

Table 8

Participants include two Bellevue Club representatives, a resident from 108th Street, near the C4 alignment, and a B3 supporter.

- Opt 1 & 2
 - How will access Blueberry farm?
 - Is Se 8th station a new concept (opt 1)
 - Opt 2

 - Are affected properties houses, apts?
 - What will the segment look like – park, open?
 - Opt 1-2 – will/how much 112th be widened?
 - Have you gotten feedback from n'hood (opt 2) (esp. @ property acquisition area)
 - Opt 1 – discussion about impacts/widening on BC.
 - Los of/impact on landscape, infrust. – est. mature plantings etc.
 - Is there potential to move tennis courts?
 - Impact on deck – change of experience sig. impact.
 - Opt 2 less impact on B'vue Club
 - Where is overhead power?
- Opt 3 + 4
 - Opt 4 – is station above grade?
 - Why did you chose that location & not @ Meydenbauer Center
 - Opt 4 – Why not put station on6th – between 110th +112th
 - Why can't we cover section in front of Bellevue Club? (to rebuild tennis courts)
 - Cost difference (rule of thumb between at grade & cut/cover)
 - Trenches are riskier
 - Visual impacts – buildings looking out over tracks
- Opt 5 + 6
 - Opt 6
 - How does train/you cross @ SE 6th? (Center, using traffic signals) –
 - -
 - Why no gates
 - If using signal, are gates not needed?
 - Instead of gate, prohibit right turns?
 - (quieter w/o gates)
 - Like idea of no gates (& assoc. impacts)
 - If not tunneling at , leaves $ for mitigation around 108th station.
 - Will input be used to optimize preferred alternative (ie. Take best of 6 alignments and add to preferred)
 - Ad + 6 pref.
 - Opt 5 + 6
 - What are impacts 112th – near station
 - ie. Wetlands, streams (south end)
- Construction Related ?s
 - How long will construction take – esp. around 112th/this segment?
 - How is construction staged/phased? Focus/finish segment
 - S B'vue – P/R – where will it link up? (i.e. future expansion to Issaquah/Renton)
 - Why run along 112th instead of B7 along hwy
 - In report
 - Show advantages/disadv.
 - Break down cost to unit

 - Cut/cover vs. grade
 - Explain reasoning – why decisions are being made
 - B'vue Club potential loss of membership, loss in value
 - Is this mitigated?
 - Jobs, etc
 - Businesses impacted, even if business stays
 - West running – less impactful to Bellevue club
 - Trade offs – cheaper option (ie at grade) = more funds to mitigate areas w/greater impacts
 - If change designation of Winters House what options are back on table
 - 112th – SE 8th – SE 6th – great area of potential for mitigation
 - Turn courthouse area into community center (Historic designation)
 - Opportunity for parks – near area – 112th/SE 1st
 - Discussions btweenn Bellevue Club & Surrey Downs residents?

Table 9

Option 1 & 2

- Prefer B7
- LR on Bellevue Way/ 112th
 - Too many impacts
 - Winters House & Slough
 - P & R will not accommodate LR users
 - Neighborhood impacts inc. crime, noise
 - Screech when train takes corner
 - Noise impacts throughout n'hood
 - Bells – 4-8 min throughout operation
- Option 1+2 intersection 112th & SE 8th –
 - Can you make that intersection function safely w/out RR gate
 - Who is the SE 8th station serving
 - How would you create access from SE 8th station to S.D. n'hood?
 - Concern for signal 112th & SE 8th – how to not have RR crossing
 - Don't like center running option 1, awkward crossing near 15th @ 112th
- Option 1 –
 - Impact of train on 112th will destroy utility of Belle. Way
 - No connection between station @ SE 8th & I-405; need Park & Ride
- LR runs too slow, should run faster than cars, Everyone need a field trip to ride other systems

Option 3+4

- Why can't you trench all the way up 112th?
- Will trench near Winters House vibrate Winters House?

- Why is 110th Sta @ SE 8th, why not at Court house (future community center) or further down on east side of street
- Option 4 looks better than others – less traffic impact on 112th
- Try to run it in a trench as much as possible on 112th – avoids RR gates
- Bellevue Way/112th is heavy traffic, will be impacted by stops
- How many train cars (1-4) persons per car (150) bikes per car (4)
- Same issue w/112th/SE 8th station – no connection w/I-405, P+R spaces not sufficient
- Likes option 3 – less RR Xings, doesn't impact cross traffic, turn @second, not on Main
- Option 4 – doesn't like below grade station, safety issue?
- Option 4 – tunnel area on 2nd, in steep grade, problem?
- Option 3+4 station location – closer to businesses, further from n'hood
- Impacts of cut & corner tunnel on D.T. will be major
- Is it possible to give S.D. park/os as mitigation
- Option 4 preferred over 3

Option 5+6

- Could other 112th features be incorporated into these options?
- Curve from 112th -- M Main, is the noise greater w/climb
- Don't like either 5+6
 - Concern for noise
 - Visual blight
 - Pollution
 - Acquisition all up Main St.
 - Old Sacred Heart Bldg – Historical – (across street)
 - Don't like surface running on 108
 - Noise
 - Traffic impact
 - Disturbing exist. Uses
 - Visual blight
 - BHS traffic will increase on 108th for next 2 years
- Waste – tearing up & rehabilitating exist. Transit center (2nd time?)
- Where will 30' row on 108th come from on 108th (lose traffic lane?) (lose on street pkg?)
- Elevated track & station on Main – great/HUGE impact on SD n'hood
- On grade @ 108th – Bellevue loses major street for an inter-urban train
- Prefer tunnel options – but bored, nut cut & corner

Additional Comments

- Would banking train cut the noise?
- 112th widening – loss of nice old trees
 - Can it be avoided?
 - Can it be replaced?
- Can more underground be considered?

- Need a workshop like this for B7
 - Plans & staff resources available for discussion
- Like 3+4, prefer 4, w/out crossing @ SE 15th – Portal @ 2nd less impact to SD n'hood, tunnel at DT top & trench on 112th – less visual impact, less noise (?)
- Main St. acquisitions – will take businesses, will impact homes behind
- <u>Generally prefer</u>
 - Option 3 → SE 15th
 - Option 4 from SE 15th to DT
 - Trench on 112th
 - Tunnel on 2nd

- Map Comment option 4:
 - SE 8th gated crossing is crossed out.
 - Dotted line drawn on map appears to be suggesting toExtend retained cut south of SE 8th.
 - Keep tunnel and bridges (area south of SE 8th Street crossing to just south of NE 2nd is circled)
 - Keep tunnel (downtown Bellevue area is circled)
- Map comments Option 3:
 - Like this (area from Bellevue Way/112th-north of SE 15th is circled)
 - Dotted line drawn on map, appears to be suggesting retained cut on 112th about halfway between SE 15th Street and SE 8th Street Station
 - Dotted line drawn on map, appears to be suggesting retained cut between SE 8th station to just north of SE 6th

Table 10

- System Question – Why does it have wires?
 - Why not LEV X – cheaper? Quieter?

Options 1, 2 +

- East Side LRT – better for linking to other destinations.
- Property removed – provides a buffer for noise
- Not freight friendly routing on 112th Ave – Right-In, Right-Out limitations

Option 4

- Can you deck the tennis courts over the tracks @ The Bellevue Club

Option 5 + 6

- Station on Main St. is a great location – across to BHS and Old Bellevue
- Goes through BTC

- Tunnel the whole thing
- Don't like the idea of no stations between S. Bellevue P+R and Main St.
- SE 8th Station would serve Bellfields Office Park.
- Don't want a "Milk run" stopping everywhere.
- Median running may preserve some trees east side of 112th near Red Lion site.

Table 11

- Bellevue Way SE segment: need in depth consideration of this as with 112th (tonight)

Opt. 1/2 why switch over on 112th as shown – benefit?

- How will train frequency disrupt traffic?
- Bell noise @ crossing – how disruptive?
- How are signals timed @ intersections what about intersection in option?
- How will bikes be accommodated.

Opt. 3/4

- What access does Opt. 3/4 block on 2nd/111th
- When are bells used – what is more disturbing?
- When will you hear train more?
 - Generally when you can see the track

Opt. 4

- What is rationale for station @ SE 8th
- Opt. 4 - only 2 bell locations
- 4 seems to be better for neighborhoods
- Extend trench under SE 8th to avoid bell.

Opt. 5/6

- Elevated segments – how tall
- Wheel squeal @ Main &112th?
- What is there to love about 6?
- Where it crosses traffic
- Bell/warning sounds
- How would business parks on 112th (in wetlands?)
- Change w/station @ SE 8th – more desirable? Expandable?
- How about downtown at-grade and opt. 4 on 112th (trenched) <u>or</u> actual tunnel?

Table 12

- Option 1+2 – access to Carriage Place – how to get in + out.
- What are construction impacts
- Station is high impact at SE 8th to condos SE 8th
- SE8th -wll there be windows/siding mitigations?
- Is there need for a station at SE 8th

- If condos removed – impact to next street over

Options 3 + 4

- NE 2nd better for S.D. residents – less impacts, less cost
- Prefer #4
- Carriage Pl prefer #2
- For 1-4
 - Why have a station at SE 8th if no parking?
 - Can walls from So Bell to Transit Center

Option 5-6

- 108th is high pt of Bell – should be avoided
- #5 + #6 impacts SD very badly
 - Noise level from freeway + transit
- #6 if 2 story bldg + Main + 1-8th is eliminated, there is a pollution problem

Table 13

(Participants all Bellefield Residents.)

Option #1/2

1. Concern about R/R crossing gate by Bellefield Neighborhood
 a. Noise – bells + train
 b. Left turn access
2. Will there still be a u-turn at Bell-Way/112th
3. Would like retained cut past Bellefield neighborhood.
4. Concerned about ruining serene environment of Bellefield neighborhood.
5. Sound wall by Bellefield neighborhood to mitigate noise

Option 3/4

1. 3
 a. Like that there are no crossing gates/Bells.
 b. Still concerned about access in/out.

Bellefield Issues:

1. Bell + train noise from R/R gates.
2. Access in/out of neighborhood North + South

#2 But w/out gate.

#3 – But concerned about access

#1 + 6 - have both noise + access issues. Least preferred.

Option 1 – map comments:

- Gates down every 4 minutes (refers to crossing at SE 15th)? Traffic will be insane!
- This should be u-turn (arrow drawn on map referring to intersection of 112th and Bellevue Way)

Option 2 – map comments:

- Bellefield residents- sound wall would help (post it note paced near SE 15th Avenue)

- Bellefield residents prefer option 2 to 1 because of the left turn.
- Cut trench, cut and cover at SE 15th.

Option 3:

No bells nice, but don't like no left turn. (post it placed at SE 8th Station)

Why Continue to Support the B7/Burlington Northern Alignment?

The FACTS show that the B7 is the best choice-- the ONLY appropriate route into Downtown Bellevue

Bellevue's Preferred Alignment The B7 is the preferred alignment of Bellevue's City Council. Sound Transit must respect that the impacted jurisdiction knows best where the light rail should be located.

City Policy Bellevue's Light Rail Best Practices and Comprehensive Plan Policies support the B7 route over **all** other Bellevue alignments proposed by Sound Transit. The Best Practices study took 1-½ years and cost our city over $400,000.00. The facts from this study must be applied to any East Link proposal.

Public Comment Over 70% of those who commented on the East Link DEIS support the B7 alignment.

Cost Savings. B7 costs no more than a Bellevue Way/112th Ave SE route. Further study may show that the B7 is actually less based on the growing mitigation needed on a Bellevue Way/112th Ave SE route. Using the B7 gets provides a direct link to future connections east to Issaquah and south to Renton. Paying the $125 million now to cross over the Mercer Slough makes a future eastward expansion less expensive. Why not make a sound financial decision TODAY and build this bridge for future connections?

Wetland Impacts The B7 would cross 2,000 ft. of Mercer Slough, along I-90. The track would require less than 10 cement supports. (There are hundreds under I-90.) The Bellevue Way/112th Ave SE route would impact 8,000 ft. of the Mercer Slough, in areas where no construction has ever occurred. There are many unanswered questions regarding the possible impacts of the Bellevue Way side-running light rail construction. Note: The South Bellevue Park and Ride is built on in-fill in a wetland, and could not be built today with current environmental regulations.

Gaining Ridership The ridership potential from the east in Issaquah and Eastgate could easily add 11,000 daily riders to the light rail system (an additional 25%). Utilizing B7 in today's dollars reduces future expansion costs east, and is that much closer to providing light rail to these communities.

Ridership Numbers Per Sound Transit's own analysis, there are negligible ridership differences between B7 and a Bellevue Way/112th Ave SE route.

Congestion Using B7 and the BNSF right of way removes construction impacts from Bellevue Way, thereby eliminating the construction gridlock that would occur on the only north-south gateway into Bellevue. It also solves the problem of drivers finding alternate routes through adjacent neighborhoods. The B7 is fully grade separated, traveling in it's own right-of-way.

Noise B7 is has only one curve, located near the already noisy freeway. This route will create faster travel times.

Safety Grade separation increases speed and safety. B7 is grade separated (elevated). By Sound Transit's own analysis, B7 will have few if any impacts with regard to car/train accidents. Sound Transit currently represents 112th Ave SE as surface running; this is less safe and is not grade separated.

Historical Impacts Choosing B7 leaves the Historical Winters House untouched. It is a critical connection to Bellevue's past and is Bellevue's only public building on the National Register of Historic Places.

Visual Blight The proposed station at the South Bellevue Park and Ride is currently expected to reach a height of 75 feet. Track and wires are currently expected to be 45 feet high as they exit I-90.

For further information contact: Scott Lampe, 442-8438, scottlampe@msn.com, Chair, SDEC

RCW 81.112.080

Additional powers â€" Acquisition of facilities â€" Disposal of property â€" Rates, tolls, fares, charges.

An authority shall have the following powers in addition to the general powers granted by this chapter:

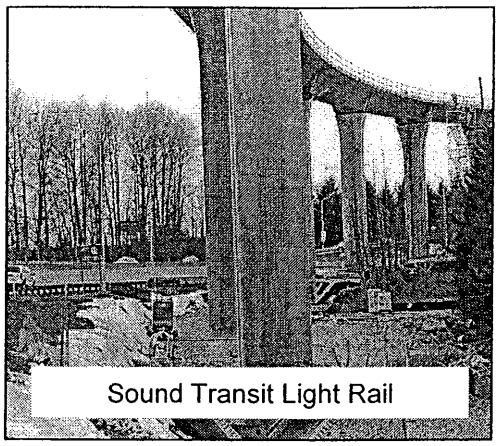
(1) To carry out the planning processes set forth in RCW 81.104.100;

(2) To acquire by purchase, condemnation, gift, or grant and to lease, construct, add to, improve, replace, repair, maintain, operate, and regulate the use of high capacity transportation facilities and properties within authority boundaries including surface, underground, or overhead railways, tramways, busways, buses, bus sets, entrained and linked buses, ferries, or other means of local transportation except taxis, and including escalators, moving sidewalks, personal rapid transit systems or other people-moving systems, passenger terminal and parking facilities and properties, and such other facilities and properties as may be necessary for passenger, vehicular, and vessel access to and from such people-moving systems, terminal and parking facilities and properties, together with all lands, rights-of-way, property, equipment, and accessories necessary for such high capacity transportation systems. When developing specifications for high capacity transportation system operating equipment, an authority shall take into account efforts to establish or sustain a domestic manufacturing capacity for such equipment. The right of eminent domain shall be exercised by an authority in the same manner and by the same procedure as or may be provided by law for cities of the first class, except insofar as such laws may be inconsistent with the provisions of this chapter. Public transportation facilities and properties which are owned by any city, county, county transportation authority, public transportation benefit area, or metropolitan municipal corporation may be acquired or used by an authority only with the consent of the agency owning such facilities. Such agencies are hereby authorized to convey or lease such facilities to an authority or to contract for their joint use on such terms as may be fixed by agreement between the agency and the authority.

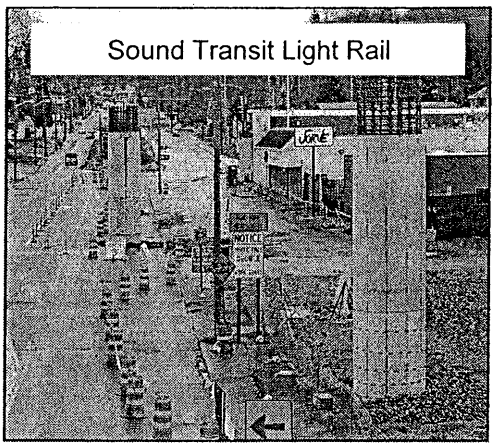
The facilities and properties of an authority whose vehicles will operate primarily within the rights-of-way of public streets, roads, or highways, may be acquired, developed, and operated without the corridor and design hearings that are required by *RCW 35.58.273 for mass transit facilities operating on a separate right-of-way;

(3) To dispose of any real or personal property acquired in connection with any authority function and that is no longer required for the purposes of the authority, in the same manner as provided for cities of the first class. When an authority determines that a facility or any part thereof that has been acquired from any public agency without compensation is no longer required for authority purposes, but is required by the agency from which it was acquired, the authority shall by resolution transfer it to such agency;

(4) To fix rates, tolls, fares, and charges for the use of such facilities and to establish various routes and classes of service. Fares or charges may be adjusted or eliminated for any distinguishable class of users.
[1992 c 101 Â§ 8.]
Notes:
*Reviser's note: RCW 35.58.273 was repealed by 2002 c 6 Â§ 2.


Sound Transit Light Rail

Reject the Sound Transit proposal


Sound Transit Light Rail

- The City of Bellevue pursuant to Washington State Law, Title RCW 35A (Home Rule), has authority over its land use decisions.

- The City of Bellevue has voted for a preferred Light Rail alignment along I-90/I-405 (known as B7) ***NOT*** Bellevue Way SE and 112 Ave SE.

- Sound Transit does not have land use authority in the City of Bellevue. The Sound Transit Board is ***NOT*** elected by the citizens of Bellevue.

- Sound Transit is promoting an alignment that will cause significant damage to the Mercer Slough and to our long established residential Neighborhoods.

- The controlling legal environmental document is the EIS (Environmental Impact Statement) pursuant to SEPA (State Environment Policy Act) that is scheduled to be released in the Spring of 2011.

- ***REJECT*** the Sound Transit proposal and protect our neighborhoods from noise, vibration, blight and years of disruptive construction and traffic congestion.

Provided by geoffreybidwell@yahoo.com

Saturday, July 11, 2009
Last updated 8:28 a.m. PT

Sound Transit confirms light rail trains are too loud at night

KOMO-TV STAFF

http://www.seattlepi.com/transportation/408034_tooloud11.html

TUKWILA -- It turns out the residents weren't crying wolf.

Sound Transit said noise from the new light rail line in North Tukwila exceeds the federal standards, according to the results of the latest round of tests.

The train's noise level registered at an average of 65 deciels, which puts Sound Transit in violation of the federal limit at night, spokesman Bruce Gray said. The tests did not find the train to be in violation during the daytime, Gray said.

The latest findings will not affect light rail's scheduled launch on July 18.

Results of the noise report were released just weeks after residents on East Marginal Way South complained of what they described as ear-aching noise from light rail's test runs.

The residents said the noise level far exceeds the minimal noise they were promised during the design and building phases.

"The train is louder, a lot louder than we expected and a lot louder than Sound Transit said it would be," said David Shumate.

"It's a higher-pitched squeaking," said Lynn Sires, who claims the noise wakes her up.

Residents are calling for a sound barrier to be installed along the rail, and Gray said that's one of the possibilities Sound Transit is exploring.

"We're going to look at the noise levels and see where we're at in this neighborhood. And based on that, walls may be one option and another option may be insulating -- soundproofing someone's house," he said.

A sound barrier has already been installed in another neighborhood a mile south of Shumate's. And Sound Transit has already insulated a number of homes in the Rainier Valley. Air conditioning units were added to several homes where noise was likely to interfere with daily life during the open-window months.

Soundoff (Read 49 comments)
What do you think?

http://www.soundtransit.org/documents/pdf/about/board/motions/2010/Motion%20M2010-44.pdf

Motion:
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority to modify the preferred light rail alternative for the East Link Project Final EIS. The new preferred alternative is described below:

Segment B: 1-90 to Downtown Bellevue:
The preferred alternative for Segment B is Alternative B2M: 112'~S E, which is a combination of Alternative B3S and the B2: 112'~S E alternatives and will include:
An elevated exit of the center roadway and preservation of the HOV direct access for south Bellevue Way to west 1-90 and east 1-90 to north Bellevue Way.
An elevated profile on the east of Bellevue Way to the South Bellevue station
An elevated station on the existing Park-and-Ride property with structured parking
An alignment along the east-side of Bellevue Way to 112'~
Continuing north from Bellevue Way along 112'~in to downtown Bellevue
Design options on 11 2'h will be studied further jointly with the City of Bellevue and brought to the Board for consideration.